Leatherneck

MAY 1956 MAGAZINE OF THE MARINES 30c



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ADAK

Post of the Corps



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IN THIS *Leatherneck*

NEXT ISSUE

SAN JUAN . . . Puerto Rico's Post of the Corps.

ALL-MARINE BOWLING . . . Coverage on the 1956 championship meet at Parris Island.

LOUISVILLE RESERVISTS

VOLUME XXXIX, NUMBER 5 MAY, 1956

ARTICLES

Troopship To Vieques 16
San Francisco Reservists 22
Schools For EM, Part II 46
Permanent Pass 57
Your Appliances Abroad 60
The National Rifle Association 67

POST OF THE CORPS

Adak, Alaska 28

FICTION

The Diversion 34
Get The Lead Out! 40

DEPARTMENTS

Sound Off 3
Mail Call 8
Corps Quiz 10
Behind The Lines 13
Corps Album 38
Leatherneck Laffs 44
We—The Marines 48
Crazy Captions 51
If I Were Commandant 52
In Reserve 54
Transfers 62
The Old Gunny Says 66
Books Reviewed 68
Bulletin Board 69
Sports Short 72
Gyrene Gyngles 80

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THIS MONTH'S COVER

The May cover is the work of staff artist, SSgt. Gordon C. Bess, and should serve as a timely reminder that Sunday, May 13th, is Mother's Day. In the Bess illustration, Ole Dad remains quietly in the background, puzzled and somewhat reserved in his opinion of the bizarre gift.

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Edited by MSgt. Donald F. Ball

PROMOTION PASSOVER

Dear Sir:

I have had continuous Marine Corps service since May, 1941. I have never had office hours, a bad fitness report, but neither, to the best of my knowledge, received an outstanding fitness report.

I was promoted to technical sergeant in December, 1950, with an MOS of 3537. Then I passed my GMST and TT 3537 for master sergeant in June, 1952. I attended the advanced Motor Transport School for 16 weeks in 1954, and finished third in a class of 20. Also, I attended NCO Leadership School, finishing 13/47.

Recently, five men in the 3500 field with whom I have previously worked, and who are, I believe, all good Marines, were promoted to master sergeant in June, 1952, or have been promoted since that date. All these men were junior to me in time of service and date of rank. This leaves me a little in the dark so I'll ask a couple questions.

Why were those men promoted ahead of me? Did they do something outstanding? I would like to know what they did in their performance of duties that got them ahead so quickly.

In my case, I am a school trained 3516 and am performing duties in the 3516 field, yet I still have a 3537 MOS. I was advised by my Sergeant Major not to change my MOS to 3516, due to the fact that I have already passed my TT 3537. He also said that it would not make any difference whether I had a 3537 or a 3516 MOS in regards to promotion. Is that correct?

If I change my MOS to 3516, would I have to take a TT 3516 to be promoted with that MOS? If so, can I take the test before changing to 3516? Will changing to a 3516 MOS better my chances for promotion?

When was the last master sergeant promoted with the MOS 3537?

How do I stand on the list for State Department duty?

I would prefer a primary MOS of 3516, however, I don't want to ruin my chances of promotion.

TSgt. G. E. Lanvermeir
Support Bn., 2ndCSG
Camp Lejeune, N. C.

● *Enlisted Section, Promotion Branch, HQMC, answered your letter as follows:*

"The name and record of Technical Sergeant George E. Lanvermeir 309039/3537 USMC, has been presented to all appropriate Noncommissioned Officer Promotion Boards convened at this Headquarters since fulfilling the testing prerequisites for promotion to Master Sergeant. However, he has not been among those whose promotion has been recommended.

"Headquarters, Noncommissioned Officer Promotion Boards base their selections on a comparison of the official records of all eligible candidates of a particular Occupational Field. Those recommended for promotion are the persons who, in the opinion of the Board, are the best qualified for promotion. It should also be noted that promotions are not governed solely by time in grade or time in service, for seniority is only one of the many factors Noncommissioned Officer Promotion Boards consider when arriving at selections.

"Since the Boards make their selections from eligibles of a particular grade and occupational field, a change of MOS within Occupational Field 35 would not adversely affect TSgt. Lanvermeier's chances for promotion. However, a technical test in his new MOS would have to be passed before he again became eligible for promotion consideration. One Technical Sergeant, MOS 3537, was promoted during the 55-2 promotion cycle.

"TSgt. Lanvermeir is carried in the files of qualified applicants for special foreign duty with the Department of State and will remain so long as he expresses his preference for this type duty when fitness reports are submitted. However, his services have not been required as of this date."—Ed.

MARINE UNIFORM FOR NAVY

Dear Sir:

I would appreciate information as to why corpsmen serving in the FMF have not been issued Marine clothing. At present I am serving with the First Marine Aircraft Wing and have only a partial sea bag.

I understand a bill was passed last year which would permit us to draw this gear.

HM2 David L. Weaver
Medical Dept., MAG-15
First Marine Aircraft Wing, FMF
c/o FPO, San Francisco, Calif.

● *Recognizing the morale factor as pointed out by certain Navy officials, the Commandant of the Marine Corps has forwarded a letter, via the Secretary of the Navy, requesting a supplementary clothing allowance for corpsmen, which would permit them to wear Marine Summer service and Winter service uniforms as was the case before August 16, 1954. It was ALMAR 16, issued then on the recommendation of the Navy Uniform Board, which cut out the supplementary allowance for corpsmen other than utilities. If the Commandant's recommendation is approved by the DOD, full information and details will be immediately sent out to the field.—Ed.*

DEPENDENTS' MED CARE

Dear Sir:

Some men here believe that for a Marine's dependents to be eligible for medical care after his career is over, he must complete a full 20 years of active duty. Is this so? What about the Marine who transfers to the FMCR after 19 years and six months?

MSgt. J. L. Fredericks
Base Information Office
Marine Corps Recruit Depot,
San Diego, Calif.

● *In both instances the man's dependents would be eligible for medical care. According to the Benefits Section, Personal Affairs Branch, HQMC, "Dependents of retired personnel are eligible for medical care in the medical facilities of the Armed Forces provided the serviceman is retired with pay or transferred to the Fleet Marine Corps Reserve with retainer pay. The length of service is not a determining factor for the dependents' eligibility."—Ed.*

TURN PAGE

SOUND OFF (cont.)

WINGS AF STYLE

Dear Sir:

As a former Marine staff sergeant I read your article, "Wings For Marines" in the February *Leatherneck* with a great deal of interest. I'm a recent graduate of the U. S. Air Force Pilot Training Program; hence my interest. Currently, I am attending the Basic Instructor School at Craig Air Force Base, Selma, Alabama. When I finish, I report to Bryan AFB (Texas) as a jet instructor.

In comparing the two programs, they are basically the same, with the exception of the carrier qualification for the NavCads. As in the Navy, AF training is divided into three phases: Pre-Flight, Primary and Basic. Pre-Flight is conducted at the USAF Pre-Flight School at Lackland AFB (Texas). Subjects are just about the same as for the Navy—military, academic and physical fitness.

From Lackland, the student is transferred to one of nine civilian contract schools for his first taste of military flying. Training is conducted in the T-34 and T-28 aircraft. Several of the schools are now phasing out the T-6 (SNJ), but most training is conducted in the T-34 and T-28.

After completing Primary School, the student is assigned to either single or multi-engined Basic Training. This is determined by service requirements, individual preference, past performance, etc. Those in multi schooling will train in the B-25 type aircraft; whereas single engine training is accomplished in the T-33.

Graduation from the program means wings and a commission in the AF as a Second Lieutenant. From this point the new officer proceeds to an advanced school for further training. Here the officer will check out in one of the first line aircraft. Again the type of aircraft to which he is assigned will depend upon the aforementioned criteria.

There, briefly, is the USAF Pilot Training Program. As in the Navy, a larger percentage of the trainees are former enlisted men who are strongly motivated to fly.

Though ours is a blue uniform, all of us who fly wear silver wings and share the same pride and satisfaction in doing our job, be we Marine, Navy or Air Force pilots.

2nd Lieut. John S. Lynch
3516th FLYTRAGRU
Craig Air Force Base
Selma, Alabama

● *We appreciate your fill-in on USAF Flight Training, Lieutenant. Keep 'em flying.—Ed.*

PAY ON SHIPMENT

Dear Sir:

After completing a three-year enlistment in the Marine Corps, I extended for two years on June 21, 1954. When this extension is completed, I will have a total of five years on active duty, during which I have not received any bonus, discharge or mustering out pay.

I would like to know if my next enlistment will be considered as a first or second reenlistment.

Sgt. Clarence Drewey
MB, NAD, Ft. Miflin,
Philadelphia 12, Pa.

● *The Regulations and Directives Section, Supply Department, HQMC, states, "On June 22, 1954, Sergeant Drewey was paid a reenlistment bonus in the amount of $40 for his two-year extension of enlistment. Therefore, for bonus purposes, his next enlistment will be considered a second reenlistment. Sgt. Drewey, upon extending his original enlistment for two years, did not become entitled to MOP at such date. However, upon his discharge from such extension of the original enlistment, he will become entitled to MOP in accordance with the Mustering Out Payment, Veterans Readjustment Assistance Act of 1952."—Ed.*



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TO BLEED OR NOT TO BLEED



Dear Sir:

In the Corps Quiz, February issue of *Leatherneck*, I disagree with your answer to question number three. You stated the correct answer to "If you were wounded in the heel and needed a tourniquet, it should be applied:" was "c. above the knee."

In supplement No. 1, American Red Cross First Aid Text Book concerning tourniquets, it states, "Place the tourniquet close to the wound but not at wound edge. There should be unbroken skin between the tourniquet and the wound. If the wound is near a joint, obviously the wrap will be made at the nearest point above the joint."

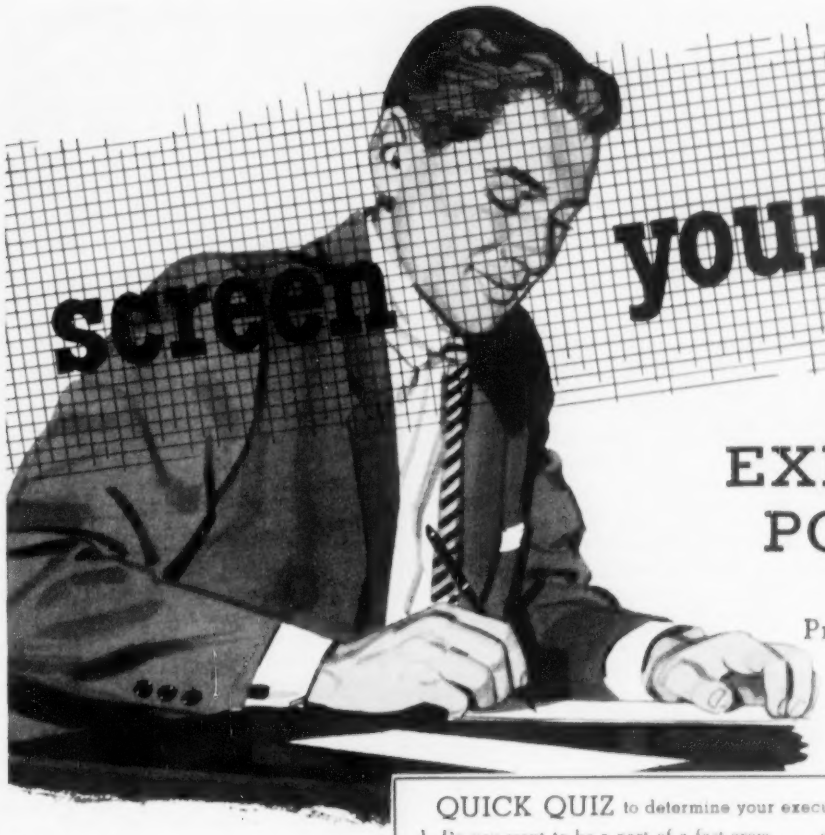
Therefore, I believe your answer is incorrect.

TSgt. Charles P. Taliaferro
4336 Emily
Memphis, Tenn.

● *You're wrapping the tourniquet pretty tight but we'll stick by our answer. You may be confusing pressure points with points for the application of a tourniquet.*

While the ankle is a pressure point for the control of bleeding from the foot, the point of application for a tourniquet is still above the knee. See Handbook of the Hospital Corps, USN 1949, page 10.—Ed.

(CONTINUED ON PAGE 6)



screen yourself

for an

EXECUTIVE POSITION

with

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CHANCES are that a young man with potential executive ability will want to take advantage of the many specialized opportunities offered by a career in the Marine Corps. If you have decided to stay in, Congratulations! If, however, you plan to return to civilian life, you may be interested in a career at P & G where there is real opportunity for men who are not afraid of responsibility, hard work, and the challenge that comes with rapid advancement.

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3. Are you convinced that you have a high degree of imagination, aggressiveness and good judgment?
4. Can you work easily and effectively with all levels of people?
5. As an undergraduate, did you get good grades and also participate in college affairs?
6. Has past experience in college or in the service convinced you that you can motivate men by *leading* rather than *driving*?
7. Do you believe, assuming proper guidance and motivation, that success lies solely within yourself?
8. Do you believe that the selection and development of people is the single most important element in the success of a business?

If you answered "yes" to most of the above questions, you are probably the type of person who would fit in well at Procter & Gamble. It is obviously impossible to determine absolutely from this "quick quiz" whether you are qualified for the "growth" positions P & G offers young men. We hope, however, that these questions indicate the kind of person we are looking for. If you feel you are qualified, please write us for more information.

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Mr. W. L. Franz, *Supervisor of Employment*
PROCTER & GAMBLE
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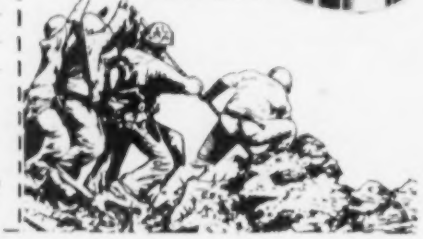
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SOUND OFF

[continued from page 4]

SALUTING COLORS

Dear Sir:

We're having an argument about saluting colors when you are armed with an M-1 rifle. I maintain you render a rifle salute except if you're on guard duty or in formation. My buddies say you always present arms when colors go. Please clarify this for us.

Pfc Linn S. Davison
Hq. HqSq, Band
Marine Corps Air Station
Miami, Fla.

● *You win the argument. G-3 HQMC, says, "Only the Guard of the Day and sentries under arms come to the position of present arms during the raising or lowering of the national color. Other officers and men, not in formation, r e n d e r the appropriate salute. Thus a Marine armed with the M-1 rifle would render the rifle salute.*

"Other troops in formation are brought to attention and the troop commander renders the salute for his unit."

For further information, see Chapter 2, Guidebook For Marines, *which prescribes honors to the national color.—Ed.*



SPRING PLANTING

Dear Sir:

Is there a MCMemo which states an individual may be released from service up to 90 days early in order to start work on the farm?

Pfc J. E. O'Connor
2nd How. Bn., 155-mm.
Marine Corps Base
Camp Lejeune, N. C.

● *No, there is no MCMemo authorizing early discharge to work on a farm. But, if the situation justifies it, you might be able to request a hardship discharge. Talk it over with your First Sergeant.—Ed.*

(CONTINUED ON PAGE 12)

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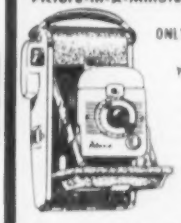
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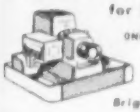
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NEW YORK, N. Y.



Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are published in this column as a service to our readers.

To avoid errors, all names and addresses must be printed or typed.

Former Marine Frank J. Pasko, 257 New Market Road, Dunellen, N.J., to hear from **Pete SOLOWAY, Joe OHINO** and **Joe SHEA.**

* * *

Former Marine Robert Munro, 89 Hancock St., Malden 48, Mass., to hear from **Corp. Paul BROWN,** whose last known address was F-2-5, First Marine Division.

Former Marine Nick Solomon, 480 Perry St., Salem, Ohio, to hear from anyone who was in Plat. 402, 4th Bn., Parris Island, S.C., in June, 1943.

* * *

Leo E. Bienfang, FTMC, USNR, Div 9-55, USN & MCRTC, Ft. Des Moines, Iowa, to hear from **MSgt. Robert L. MITCHELL,** who served at ComNavFE in Japan in 1951-'52.

* * *

SSgt. Perry Jones, USMCR, Box 762, Miss. College, Clinton, Miss., to hear from **TSgt. Mark A. PARRISH,** 668904.

* * *

Miss Willie Scarlett, Marine Corps League, Portsmouth, Va., to hear from **Sgt. Kenneth ROGERS,** whose last known address was MCFD, Portsmouth, Va.

* * *

Sgt. Donald R. Dunagan, Hq., Comm-ElctScolBn, MCRD, San Diego, Calif., to hear from **Sgt. James L. CAHOON,** or anyone knowing his whereabouts.

* * *

SSgt. Herman D. Deweese, Jr., Wpns.Trng.Bn., MCRD, Parris Island, S.C., to hear from **SSgt. Lawson A. MUSICK,** whose last known address was E Co, 2ndBn, First Marines, First Marine Division.

* * *

Charles E. Bolin, 346 E. Sherman St., Flint, Michigan to hear from **Pfc Bobby W. LESTER,** whose last known address was Norfolk, Va.

* * *

Former Marine Girard "Dutch" Van Hoorelbeke, 8960 Foster St., Detroit 11, Michigan, to hear from **Pfc Earl D. TOLLE,** or anyone who served with him in D Co., 2nd Bn., Third Marines, Third MarDiv.

* * *

Mrs. Vilma E. Beky, 561 N. Ampton St., Kingston, Pa., to hear from friends of her late husband, **Andrew J. Beky,** who died at the Naval Hospital, Philadelphia, Pa., on October 21, 1955.

* * *

Mr. and Mrs. Claude Overton, 2604 Highland Ave., Everett, Wash., to hear from Marines who served with their son, **Corp. Donald Overton,** 4.2 Mortar Co., 1st Plt., Seventh Regiment, First Marine Division, who died in Korea on December 7, 1950.

* * *

Jeraldine Stinnett, 849 Piedmont Ave., NE, Atlanta, Ga., to hear from anyone knowing the whereabouts of Marine **Donald John SULLIVAN,** whose last known address was Camp Pendleton, Calif.

* * *

Former Marine David Medlin, 1710 A Union St., St. Louis, Mo., to hear from **Bonnie D. HINTON,** with whom he served at El Toro, Calif.

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NAME_____
ADDRESS_____ PHONE_____

Corp. Michael L. Barsha, Engineer Plt., H&S Co., SDT, MCS, Quantico, Va., to hear from Sgt. **Bob GERGAL**, whose last known address was MCB, Camp Lejeune, N. C.

* * *

Charles J. Bevan, 51 Madara Rd., Cornwells Heights, Pa., to hear from anyone knowing the whereabouts of **Sgt. John JAMACK** whose last known address was the 155-mm. Gun Bn., Force Troops, Camp Lejeune, N. C.

* * *

TSgt. George D. Jasmer, NCO-In-C, Recruiting, MARTD, MARTC, NAS, St. Louis, Mo., to hear from **TSgt. William G. CRAWFORD**, whose last known address was San Diego, Calif., and **TSgt. John WILLIS**.

* * *

Miss Barbara Laukaitis, 1 Arwick Ave., Worcester 10, Mass., to hear from **Richard KRUCZEK**, who enlisted in the Marine Corps last February.

* * *

Former Marine Michael J. Burke, 100 Stafford Ave., Scranton, Pa., to hear from **Omer Frank FREYZA** of Detroit, Mich.

* * *

Miss Patricia Litewski, 5217 37th Ave., Kenosha, Wis., to hear from **John M. RIZZO** or anyone knowing his whereabouts.

* * *

Former Marine John E. Eberhart, Jr., Route 4, Springfield, Ohio, to hear from friends who served with him in the 2nd Bn., Fifth Marines, First Marine Division, in Korea during 1953-54.

* * *

Pfc Jack Reinholtz, H&HS-1 (Radio) FMAW, FMF, % FPO San Francisco, Calif., to hear from **Corp. Lyndell BUSSELL**, whose last known address was Camp Pendleton, Calif.

* * *

Former Marine Robert N. Higginbottom, 1267 White Station Rd., Memphis, Tenn., to hear from **WO Joseph J. AYERS**, Retired, with whom he served at Camp Lejeune, N.C., or anyone knowing his whereabouts.

The Third Annual Marine Corps Combat Correspondents' Reunion has been scheduled for June 8, 9, and 10 at Hotel Gramercy Park, Lexington Ave. at 21st St., New York City, N. Y. Members who plan to attend the reunion may obtain further particulars by contacting Mr. James H. Driscoll, President of the Marine Corps Combat Correspondents' Association, c/o the Hotel Gramercy Park.

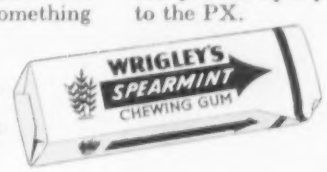


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KEEP A PACK IN YOUR POCKET



AH65

Former Marine Joseph Brucia, 67 Stone Lane, Levittown, N.Y. to hear from former Marine **Richard SNELLER**, whose last known address was 215 E. Queen St., Edenton, N.C.

* * *

Former Marine Keith L. Fonsen, Box 263, Vista, Calif., to hear from **TSgt. James F. McINTOSH**, whose last known address was in Missouri, or anyone knowing his whereabouts.

* * *

Mrs. Mary P. Zeitler, 6-E Haskell Place, Tulsa 6, Okla., to hear from her brother, former Marine **James KOVER**, whose last known address was General Delivery, Wellington, Kansas.

* * *

Miss Shirley May McQueen, RFD 3, Mount Pleasant, Michigan, to hear from **Harold PEASE**.

G. J. Givens, 119 E. Garrett St., Louisville, Kentucky, to hear from **Sgt. HARTHORN**, who served in D Co., 2nd Bn., Seventh Regiment, First Marine Division, in 1951-52.

* * *

Miss Florence Freeling, 5721 Stratford, Los Angeles, Calif., to hear from **Sgt. Roy TRUNDLE**, 974731, whose last known address was overseas.

* * *

Former Marine Norman E. Bostain, Box 173, Chapin, S.C., to hear from anyone who served with him in B Co., 1st Bn., Fifth Marines in Korea from January to June, 1951.

* * *

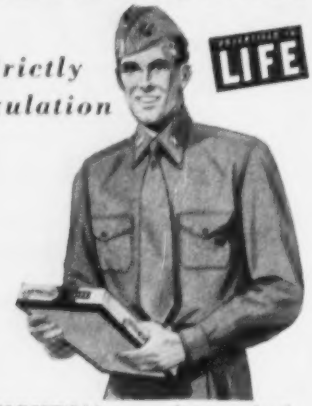
Former Marine William G. Spies, R. R. 1, Merrill, Iowa, to hear from **Sgt. Edward CLEARKE**, or buddies who served with him in the 3rd Bn., Eighth Marines, on Saipan and Tinian.

(CONTINUED ON PAGE 11)

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Corps Quiz

1. *The first foreign soil over which Marines raised the American flag was* _____.
   a. Tripoli
   b. The Bahamas
   c. The Philippines

2. *The Marines first went to Parris Island, S.C., during the* _____ *War.*
   a. Revolutionary
   b. Civil
   c. Spanish-American

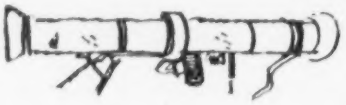
3. *The present G-1, and Assistant Chief of Staff of the Marine Corps is Brigadier General* _____.
   a. Charles H. Hayes
   b. Samuel K. Bird
   c. James P. Berkeley

4. *Of the 12 types of hand grenades used by the Marine Corps, only the* _____ _____ *grenade has a plastic body.*
   a. Smoke
   b. Incendiary
   c. Riot



5. *There are approximately* _____ _____ *parts to the BAR.*
   a. 88
   b. 78
   c. 68

6. *The stock on a 3.5 rocket launcher is made of* _____ _____.
   a. plastic
   b. metal
   c. wood



7. *Gases generated within the barrel of a .45 caliber pistol go* _____.
   a. forward
   b. backward
   c. forward and backward

8. *Armor penetration of a 3.5 high explosive anti-tank shell is* _____ *inches.*
   a. 1
   b. 5
   c. 11

9. *The Marine Corps rifle that preceded the 03 rifle (adopted in 1908), was the* _____ _____ *rifle.*
   a. Krag Jorgenson
   b. Lee Enfield
   c. Winchester

10. *The star should be placed on a ribbon with the point* _____.
    a. up
    b. down
    c. anywhere so long as it's neat

See answers on page 75. *Score 10 points for each correct answer: 10 to 30 Fair; 40 to 60 Good; 70 to 80 Excellent; 90 to 100 Outstanding.*

MAIL CALL

[*continued from page 9*]

Mrs. Miriam L. Mowrer, 688 Columbia Ave., Lancaster, Pa., to hear from **Sgt. MAXWELL,** who escorted the body of her son, Pfc Thomas G. Wines, who was killed in Korea in 1950.

* * *

Sgt. Fred Clagg, MD, ***USS Randolph*** (CVA 15), % FPO New York, N.Y., to hear from **Corp. Arthur DEBATZ,** whose last known address was D Co., 2nd Bn., First Marine Regiment, First Marine Division.

* * *

Pfc R. A. Kemps, 1st Amphib. Recon. Co., Hq. Bn., First Marine Division, Camp Pendleton, Calif., to hear from **Pfc Wesley MARLOW,** of Portland, Ore., whose last known address was Jacksonville, Fla.

* * *

Mrs. R. E. Rolling, 1433 W. 9th Ave., Spokane, Wash., to hear from **Sgt. James MALSTROM,** who served with her son, Wallace Rolling, 310 Gonzales Drive, San Francisco, Calif., now a polio patient.

* * *

Miss Ann E. Gamble, 9151 Roslyndale, Pacoima, Calif., to hear from **Sgt. Gladys K. IHA,** who was stationed in Hawaii in May, 1954.

* * *

SSgt. J. L. Donovan, 2075 Tarawa Blvd., Tarawa Terrace, N.C., to hear from **Harris L. WHYNAUGHT,** whose last known address was K-3 MAG-33, or Camp Pendleton.

* * *

Miss Marilynne Miller, Room 335 Old Main, Pacific Lutheran College, Parkland, Wash., to hear from **Corp. Wayne VAN WAVERAN.**

* * *

Corp. Carl L. Glaser, 1462354, Co. C (Reinf), Seventh Engr. Bn., Force Troops, FMF, % FPO, San Francisco, Calif., to hear from **Pfcs Torrence COLE** and **Charles SUKAL.**

* * *

Joe Kelley, 525 Union St., Jersey City, N. J., to hear from former Marine **Andrew W. BOYLE,** who served with the First Marine Division.

* * *

Pfc Conde Peoples, 1483779, H&HS, MCAB, Cherry Point, N.C., to hear from **Jerome DEVERS,** of Buffalo, N.Y.

* * *

Miss Rose Ellen Lindquist, Box 634, Watertown, S. D., to hear from **Pfc C. E. WALFORD,** 1385592, whose last known address was Okinawa.

END



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Honolulu, T. H., 1410 Kapiolani Blvd.
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"That's the kind of movie I like—plenty of action!"

Leatherneck Magazine

SOUND OFF

[*continued from page 6*]

GUNG HO SIGN

Dear Sir:

I was wondering if you could reproduce for me the Chinese writing of "Gung Ho." I have asked around for quite a while but no one seems to know.

Pvt. Carroll Huey
3209 Highland St.,
Kansas City, Mo.

● *We can't guarantee our penmanship, but "gung ho," in Chinese, should look something like this:*

更好

STRIPES ON RAINCOATS

Dear Sir:

I would like to know if enlisted Marines are required to have Winter service chevrons on the raincoat M-1950.

We are now authorized to wear the raincoat with civilian clothing, when you do not have chevrons on said raincoat.

SSgt. Charles L. Minnick
F Co., 2nd Bn., Fifth Mar.,
First Marine Division, FMF
Camp Pendleton, Calif.

● *Looks as though you'll have to forget about wearing the raincoat, M-1950, as part of civilian attire. MCM 49157.3 states, "Winter service chevrons shall be worn on the Winter service coat, jacket, overcoat, raincoat M-1950, and green flannel shirts." A forthcoming MCM change deletes "raincoats without chevrons" from the list of items of uniform authorized for wear with civilian clothing. MCM 49003.2a will read, "Items authorized for wear with civilian clothing by men include shirts without insignia of grade, footwear, socks, gloves, drawers and undershirts."—Ed.*

FUTURE BREED

Dear Sir:

I have been reading *Leatherneck* since last November and I like your articles. I especially like Gyrene Gyngles. The magazine's covers are ex-

(CONTINUED ON PAGE 14)

Behind the Lines . . .

IF WE WERE to stretch a point, it might be possible to build a comparison between *Leatherneck* and any one of the major league baseball teams. For instance, baseball managers are expected to manage successful teams, else they become water boys. Editors who whiff too often, become copy boys. It's a frightening thought; one that has caused the managers and eds much worry about their careers. What they have come up with is elementary: "If you field a winning team, you keep your job," they reasoned. Thus, every year, the baseball bosses go to the market and shop for good players. And, in a sense, magazine bosses do the same.

We have known Master Sergeant Elwood "Woody" Jones for a long time. We watched him start out as a cub sports reporter. His batting average was above .300 in the newspaper game, and he was also a good man in the field. We followed his box score, and we liked what we read. On jobs he had covered, there were a lot of hits, and only a few errors.



MSgt. Jones

Fortunately, Woody had been keeping in shape as the Informational Services Section Chief at MCAS, Kaneohe Bay, Oahu, Hawaii. When he reported to us, he was at his best writing weight, 195 pounds. He's in our editorial dug-out now, and we expect to break him into our starting lineup soon. As soon, that is, as we can sort out the gear he brought in his seabag: one dented catcher's mask, a deflated pigskin, a casaba (patched with adhesive), a lop-sided softball, a set of pigeon-toed water skis, and a wilted lei.

Also in our bullpen, and already warmed up, is Master Sergeant Donald F. Ball, 4312/317875. (We offer his full name, rank, MOS and service number for the purpose of positive identification). He's the editor of our "Sound Off" column and a very important member of the team. We like to think of him as our "catcher" because he's on the receiving end of most of the mail addressed to *Leatherneck Magazine*. We once described his predecessor, Master Sergeant Harry Pugh, as "The most consulted, least disputed and busiest man on the staff." The same applies to MSgt. Ball. You have to see him by appointment, but if you have a question about the Marine Corps, and write him a letter, it gets through fast. He can't stand to see unanswered letters on his desk.



MSgt. Ball

And, across the office, I see a short length of sash cord, looped through a handle on a file drawer; beyond, and to the left, I can see Ronny Lyons, *Leatherneck's* Assistant Managing Editor, laboring with the rope's ends, trying to tie a bowline. Editor Lyons has recently acquired an inboard cruiser and the bowline has something to do with tying up the boat when it's in port. Next month, that well-known sportsman, Don Carpenter, writes on powered boats, their safe handling and their availability at Marine posts. Skipper Lyons will take over this column with a few tips on what a new boat owner worries about. His boat is called BYOL; the B is for "Bring," the Y and O mean "Your Own . . ."



Karl A. Schmoe

MANAGING EDITOR

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SOUND OFF

[continued from page 12]

tremely colorful. I also like to read the Sound Off Column.

I'd like to know something about a Military Occupational Specialty. Say, I'm taking up printing as a trade now. When I go into the Marines, would my MOS be printing? You see, I'm 15 years old and my brother is in the Corps.

Jimmy Nolon
836 Pine St.,
Wilmington, Del.

● *Glad you like* Leatherneck. *When you enlist in the Marine Corps, you will be interviewed and classified while you are going through boot (recruit) training. You will be classified in accordance with the needs of the service and your own background, aptitude, and preference. Occupational Field 15 is the Printing and Reproduction Field in the Marine Corps.—Ed.*

LEJEUNE ANSWER

Dear Sir:

While reading your February issue, I noticed an inquiry from Corp. T. R. Carroll which I think I can answer. It concerned the origin of the name Lejeune in connection with a road leading to the gate at the Marine Corps Air Station, Miami.

During my tour as editor of the "Airscoop," the Miami station paper, I was asked that same question so many times I decided to look into it. After three years I might be hazy on a point or two, but I'm sure the details are substantially correct.

Miami was not gung-ho when it called 42nd Avenue "LeJeune Road." (Note the capital "J" in Lejeune"). It was named after a Charles LeJeune who came to America in 1901. According to the Historical Association of Southern Florida, Mr. LeJeune fled from his native Belgium after a duel.

He lived on the spot where the Coral Gables City Hall now stands and he made his living growing citrus fruits. Later, he sold most of his land to a

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515 Exchange Nat. Bank Bldg., Colorado Springs, Colo.

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FEDERAL SERVICES DISCOUNT CORP.,
4606 East-West Hgwy., Bethesda, Md.

Mr. G. E. Merrick, one of the principal developers of Coral Gables.

Mr. LeJeune died in 1951 at the age of 63, only a short time before the Navy built the Air Station. This was more than 10 years before the Marines took over—a strange coincidence.

Incidentally, *Leatherneck* helps me keep abreast of the latest happenings in the Corps. I find that it means more to me now than it ever did.

Robert T. Cronin,
154 Lovell St.,
Worcester, Mass.

● *Thank you for your clarification of the origin of LeJeune Road. We'll try to keep* Leatherneck *the way you like it—Ed.*

MOP CUT-OFF DATES

Dear Sir:

My buddies and I would like some information regarding Mustering Out Payment. We've been told there is some date which cuts off the extra $100 for service overseas. What is the straight scoop?

Corp. Frank Maikish
H&HS-1. MWHG,
First Marine Aircraft Wing, FMF,
c/o FPO, San Francisco, Calif.

● *The big point here is that a Marine must be on an enlistment entered into on or before January 31, 1955. If he is, then service overseas after this date will count as overseas service in figuring MOP when he receives his discharge. The following examples may help clarify your question:*



a. Marine enlisted January 30, 1955, and discharged February 28, 1955; entitled to $100.00 (less than 60 days active duty).

b. Marine enlisted January 30, 1955, and discharged March 31, 1955, and no overseas service; entitled to $200.00 (60 days or more of active duty).

c. Marine enlisted January 30, 1955, and discharged January 29, 1958, with overseas service performed during his enlistment; entitled to $300.00 (60 days or more of active duty).

MCM 78642 defines overseas service for MOP purposes as:

"1. Except as provided in subparagraph 2, service outside continental United States, regardless of the period of time, includes:

a. Service beyond the three mile limit either afloat or in the air;

b. Service performed in Alaska, a United States territory or in a foreign country, including Canada and Mexico.

"2. Service or travel performed beyond the three mile limit or in Canada or Mexico incident to a change of duty station from one point in the United States to another point in the United States does not constitute service outside continental United States for the purpose of computing mustering out payment."

Should there be any doubt regarding an individual's entitlement to MOP, his original DD Form 214 and NavSandA Form 550 should be submitted to the Commandant of the Marine Corps (Code DGK) for determination.—Ed.

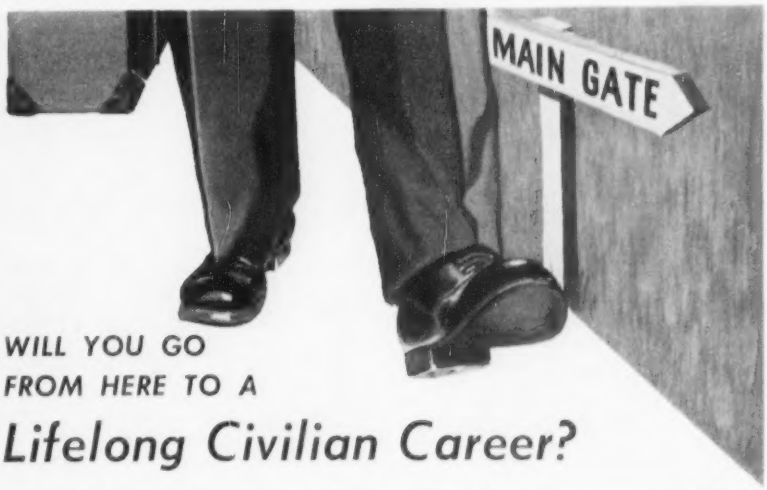
ANOTHER MOS PROBLEM

Dear Sir:

I hope you can find the answer to an important personal problem regarding my MOS. First, let me explain my status when I reported for recruiting duty. I had MOS 3071/3041. I was assigned in a Baker billet to the Recruiting Station but, because of my MOS, I was given the job of property clerk.

Shortly thereafter, a letter was sent to the Commandant of the Marine Corps, requesting my change from a Baker billet to an Able billet. The CMC approved the request for this

(CONTINUED ON PAGE 74)



WILL YOU GO
FROM HERE TO A

Lifelong Civilian Career?

Are you going out the Main Gate for the last time? The choice is up to you! If you *have* decided against a career in the Corps—with all the advantages it offers—be sure the job you take is not another "one-cruise." That job *can* be a lasting career where the only limits are your own ambition and ability!

This is particularly true of a career as a representative for the New York Life Insurance Company. You will not only be trained under the finest program in the life insurance field, but you will also be paid while you are learning.

Throughout your career you will have the continuous backing of the Company. What's more, after only 20 years of service you can qualify for a guaranteed life income which can be substantially increased by continuing for 10 years more.

★ ★ ★

New York Life agents earn substantial incomes and enjoy their work. You can take the first step toward this rewarding career by merely mailing this coupon today.

Keep active - serve in the Reserve

NEW YORK LIFE
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The New York Life Agent
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MAIL THIS COUPON NOW!

New York Life Insurance Company, Dept. L
51 Madison Avenue, New York 10, N. Y.

Please send your booklet, "A Good Man To Be," with full information about sales career opportunities for ex-servicemen.

Name_____

Present Address_____

Home Address_____

Anticipated date of release_____

Troopship to



Vieques was the end of the line. From here the 2nd Platoon went by foot

VIEQUES

by TSgt. Allen G. Mainard

Leatherneck Staff Correspondent

Photos by

TSgt. Charles B. Tyler

Leatherneck Staff Photographer

FOR NEARLY 40 years, the Sixth Marines have helped write the Corps' battle history, from the slugging matches in Belleau Wood to the bitter actions during World War II. Even in a time of peace and training, the Sixth, under Colonel E.L. Hutchinson, is still traveling, this time to Vieques Island, P. R., as the infantry unit of TRAEX 2-56.

Maneuvers are nothing new to FMF Marines; they are work periods where new combat technique is worked out and the old reemphasized. The maneuver areas and the ships which transport the combat teams remain the same from year to year—only the faces change.

Folks at home may pick up the evening paper and read that "Marines of the Sixth Regiment stormed ashore at Vieques Island in annual maneuvers," not really understanding how Private Ferdinand Pena, Jr., of Newark, N. J., or an old timer like Master Sergeant "J" "T" Cook reached that beach. Between Camp Lejeune and the beach lie thousands of hours of careful planning and more hours of backbreaking work for the Marines who make up the regiment.

When the 2nd Battalion, commanded by Lieutenant Colonel George D. Webster—a veteran combat officer with Roi-Namur, Saipan-Tinian and Iwo to his credit—was assigned to the *USS Monrovia*, the colonel designated "Easy" Company as the advance party. And there are few happy times for an advance party—just mule-labor, loading the battalion's gear before the troops arrive.

Easy Company left Camp Lejeune five days before the rest of the battalion was scheduled to board ship. A misty, drizzling rain was falling—a typical moving day, according to the troops. For Pvt. Pena, the blond-headed Newark youngster, it was quite an experience. With barely more than six months service, he was making his first trip outside the United States and his first aboard ship. Sergeant Earl K. Carver herded the men into waiting trucks for the journey to Morehead City, N. C.—and wished he had more troops. The 2nd Platoon was shorthanded. They had recently joined Pena and five other new Marines but needed still more to bring the platoon up to strength.

It might be said that the 2nd Platoon was typical. It was understrength, but so were the other platoons. They had a good platoon sergeant, a veteran "Gunny" and a first class First Sergeant, and that's the most typical thing about the Sixth Marines—good NCOs.

Earl Carver picked up a Purple Heart on Outpost Warsaw in Korea. Later, he added plenty of spit and polish dur-

TURN PAGE



The troops arrived as the last of the cargo went aboard ship



Private F. Pena (left) found that he had to eat standing up. The chow was good in any position



After the 2nd Platoon squared away their gear for the maneuvers, there was time for relaxation

The 2nd Platoon shared quarters with a truck and trailer, seabags and stacks of "C" rations

VIEQUES (cont.)

ing an 18-month tour on the *USS Hornet*. The "Gunny", Staff Sergeant John W. Brummit, was with the London Embassy when World War II began and after training troops in Ireland for awhile, made the North Africa landing. Later, he added a Bronze Star while serving with the Twenty-second Marines on Guam. Easy Company's First Sergeant made the 'Canal, Tarawa and Saipan-Tinian. These Marines, along with Captain John C. Hergert, Jr., a former master sergeant and now Easy's commanding officer, may be the most important men in Private Pena's life.

Pena is a BAR man in the 3rd Squad. His squad leader, Corporal Lawrence J. Stephens, also picked up a Purple Heart in Korea. It takes quite a few men to keep a rifle platoon functioning and during the loading at Morehead City, every NCO and officer in the outfit accounted for his share.

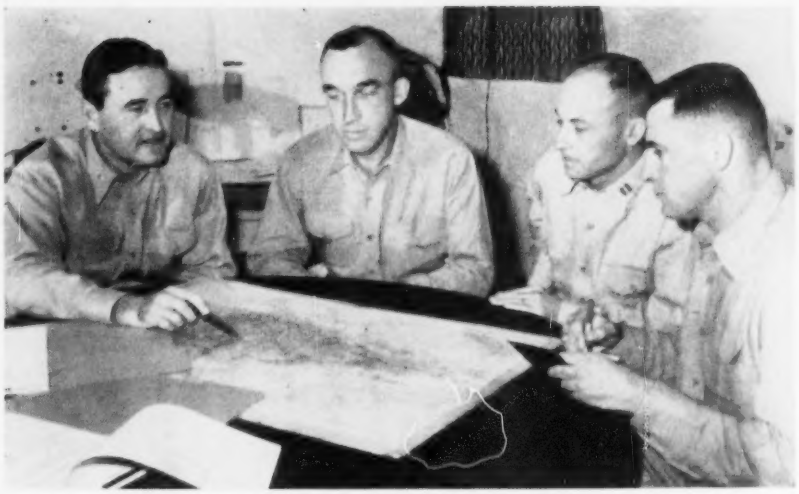
The first stop on the journey to Vieques was the Morehead City docks where the 2nd Shore Party Battalion had erected a small tent city and messhall for the Marines who would handle the cargo. The *Monrovia* was still en route when Sgt. Carver took the platoon off the trucks and assigned them to tents. A cold wind was sweeping across the area and the rain was still filtering down. The troops were happy to take Capt. Hergert's advice to rest as much as possible, since they would have to unload the trucks from Camp Lejeune, stack the gear according to priority, and then load it all aboard ship.

The company was divided into working parties and the platoon dissolved as part of the men moved to the trucks for the unloading while the remainder relaxed in the tents until their shift began. It was to be a 24-hour-a-day operation. As the trucks churned into the staging area through the deep sand, they were met by "Easy" Marines who hopped aboard and began heaving gear. The heavy wind and near freezing weather didn't make the job any easier. The 2nd Battalion mess sergeant, back at Lejeune, had made up huge boxes of sandwiches and gallons of coffee and the men munched and sipped between the arrivals of trucks.

There was plenty to gripe about. The tent poles were slippery in the rain and handling heavy crates in ankle-deep sand took plenty of muscle. The howls became even louder when several cans of paint came open and some unfortunate Marines began sporting bright, yellow designs on their field jackets and dungarees. MSgt. Cook's bull-voiced orders could be heard over the entire area and more than one tired youngster put out a little more muscle when he saw the "old man" heaving cases of rations and gear with the best of them. For Pena, the night was a bewildering array of clattering machines, emphatic orders, glaring lights and incessant work. Each piece of equipment had to be placed in a certain spot. Each had to sit "just so" on the spread cargo nets and pallet boards. And, it seemed that he and the other members of his squad handled each separate item.

Older hands in the business such as Pfc Nollie P. Elfer, from the 1st Squad, weren't quite as bewildered. Throughout the loading period, Elfer and the others who had been to Vieques before, and even to Labrador, provided a running stream of commentary on how this operation matched up with previous experiences.

The rain had stopped by the time the *Monrovia* docked. The company went aboard to take a break before beginning the cargo shift from the beach to the holds. Loading began at midnight and the wind still plagued the men.



The word reached the platoon through this chain of command: Col. Hutchinson (L)., Lieut. Col. Webster, Capt. Hergert and Lieut. Wilson

They had been assigned two cranes and six trucks to aid in moving the equipment but a breakdown on one crane slowed the loading. When they finally got the machine repaired, it was needed on another ship. Then three of the trucks were expropriated. Despite the slow-up, the company had everything aboard in 24 hours.

Troops began arriving from Camp Lejeune as the last of the gear was being stowed. With the hatches secured, the company reorganized itself in the below-decks quarters and began to think again of strictly Marine Corps matters. The first was a rifle inspection on the docks to make sure each man had the proper weapon and that the exposure to damp, salty air hadn't brought out any rust. Lieut. Glen A. Wilson, Jr., 2nd Platoon Leader, shivered through the inspection. All the officers had switched to khaki in compliance with a request from the ship.

Aboard the ship there was the usual confusion of personal gear, stacks of rations, seabags and seemingly, a million boxes and crates. The 2nd Platoon was stacked four deep in the area around #2 hold. Their crowded quadrangle included a truck and trailer, field desks, the company's seabags and stacks of "C" rations. Movement was limited and the gear was crowded into every available space. Pena had a top bunk and soon learned that the beams and cables above his head made convenient storage spaces. Capt. Hergert passed the word for the men to relax. There would be training aboard ship, but for the next 24 hours they would rest and get their personal gear in shape.

But the Navy had other plans. Immediately after the ship got under way, the word was passed for an Abandon Ship Drill and the company clambered up unfamiliar ladders to the teeming deck and their stations. There was a slightly heavy sea running as the convoy coasted out of Morehead City. It was quite a novelty for the new men; the "salts" were a bit more blase about the voyage. After a short period of pitching and tossing, "salt" and boot alike were scurrying to the lee rail. Spareribs were served at chow—barbecued.

Pvt. Pena and the other first trippers found that life on a troop transport is usually pretty dull. There was, however, some activity. The squad leaders checked each man and the equipment. Carver had his reports to make to the First Sergeant and Lieut. Wilson, and for a few hours there was the bustle and activity of shaking down. When there is no training—and heavy seas the first two days out kept this at a minimum—there is little to do except lie in the sack and read or sleep. It wasn't long before the marathon pinochle and hearts players had their games going; others wrote letters or worked on their gear.

A good deal of the time is whiled away standing in line. There is first—and most important—the chow line. Then there is the gedunk and ship's store line, even a line waiting for shaves and showers. Like all transports, the *Monrovia* had to ration fresh water, and shower hours were limited. Private Richard D. Lippen—a thorough type lad—checked on procedure. First, he learned, you get thoroughly wet, turn off the water and work up a good lather. This was a very simple process, but no one had informed the well-lathered Marine on a method of de-

TURN PAGE



Physical drill helped break the monotony for the 2nd Platoon

soaping when the main valve is suddenly closed and only a tired looking drop of water is available from the shower-head.

There were few diversions aboard ship. Movies were shown daily in the #3 Hold but the waiting line was long, and weak stomachs weren't too happy in the crowded, stuffy area.

Idle conversation filled some of the hours. Incidental bits of information were floated to the surface of the numerous talks. Elfer, the hard-charging fire team leader in the 1st Squad, has three brothers who have served in the Corps, one during WW II, two in Korea. Pfc Harold E. Berry, also a fire team leader in the 1st Squad, was a hot-shot baseballer from Drexel, N. C.'s high school squad. The lieutenant had been a fair-sized gun on the Lejeune football team and had played for Wisconsin. Pfc Richard A. Laub's wife had given birth to a seven-pound son on Valentine's Day and the 2nd Squad BAR man hadn't seen the baby yet. Just about every man in the platoon had earned some sort of letter in sports; some had earned several in more than one. With the exception of Carver and some of the squad leaders, the majority of the men were under 21.



Chaplain E. Greenlaw held services for all hands when heavy seas prevented chaplains of other faiths from transferring between ships



Pfc J. Wesley got a top-side trim from Sergeant J. P. Bell

Religious services were well attended. Lieutenant Commander Earle D. Greenlaw, who was serving with the Marines for the first time in his 12 years as a chaplain, held Rosary service for the Catholic Marines and the regular Protestant worship. Both services were packed. When the ships left Morehead City, the original plans called for chaplains of all faiths to be transferred between the ships so that each Marine would be able to worship in his particular faith. The high seas made transfers too dangerous and the plans had to be dropped.

While the regular life aboard ship gave the men little to do, Col. Hutchinson and the officers of the regimental staff and 2nd Battalion were putting out the last details of the training schedule. First, the troops would make an "administrative landing." After that would come nearly two months of intensive training. There would be small unit training for the squads, platoons and companies and then full-sized battalion problems. Armored columns would be worked out. There was talk of vertical envelopment and the million logistics problems that were related to each phase of the operation. The men stayed pretty much in the sack and nursed their feet—which would be



First Sergeant Cook, "Gunny" Brummit and Sgt. Carver held a final conference before debarking



It didn't take the 2nd Platoon long to scramble down the net and head for the beach at Vieques



Newer members of the platoon discovered that an "administrative landing" was as wet as an assault

two of the implementing forces—and wondered about liberty.

There had been a lot of talk and speculation about LIBERTY. For Marines like Pena, making their first Vieques run, that liberty business sounded like great stuff. If all the sea stories were true, they would have a ball. The older hands knew that the liberty was overrated, even though it was plenty good. Plans had been made for liberty for the troops. A percentage of each unit would get liberty each week in such places as San Juan, P. R., St. George and San Croix in the Virgin Islands. When the maneuvers were over, there would be a longer liberty period somewhere in the Caribbean area.

As the *Monrovia* moved farther south and the weather warmed, members of the platoon spent more and more time on deck. Books, cards and conversation still filled most of the waking hours. Pfc Clifford J. Pratt, a "retired" boxer and now a BAR man in the 1st Squad, found a group of fight enthusiasts eager for a few pointers. The chunky youngster had won 26 out of 30 middleweight bouts—eight by knockouts. Some of the long-haired set utilized the services of Sergeant J. P. Bell, the 1st Squad's mentor. Bell, an amateur barber, trimmed hair for his platoon mates whenever time permitted.

Down in the troop compartment, preparations were being made for the landing. While training en route had been limited to ABC warfare and physical drill, the men were finding more to occupy their time. Equipment had to be maintained and cleaned. Carver and his squad leaders spent the majority of their time *(continued on page 76)*



The end of the journey was a newly cleared area where the 2nd Platoon enjoyed one night's rest.

The following morning they moved out at daybreak on a 14-mile hike. The training began on schedule



TSgt. H. A. Szczerba lists the 12th District's Organized Reserve units

San Francisco Reservists

by MSgt. Steven Marcus
Leatherneck Staff Writer

Photos by
MSgt. "J" "W" Richardson
Leatherneck Staff Photographer

TO THE NATIVES of San Francisco, their bailiwick is more than just a conglomeration of concrete structures, streets and miscellaneous humanity; to them, it is a pulsating, living thing, which has grown from a sleepy Spanish village to become one of the most versatile cities in America. And the inhabitants of this cosmopolitan center are quick to point out that the city is named *San Francisco*, with any foreshortening of the aforesaid name leading possibly to violence.

Few cities in our land can lay claim to a history as colorful and turbulent as that of San Francisco. Through the early days of the gold rush, the overnight millionaires and the vigilantes riding in the cause of justice, the city has grown in both size and importance. Prior to 1906, it had burned to the ground six times, and each time a new and bigger metropolis had risen from the ashes. It was understandable then, that the earthquake and fire of 1906, which destroyed four square miles and 28,000 buildings in the heart of the city, couldn't dampen the courage and determination of its people. A new and larger city, the San Francisco of today, rose from those smoldering ruins.

The city of San Francisco has, in the past century, become familiar to the men of the Globe and Anchor. Names such as DoP, Mare Island, Vallejo and Goat Island are freely mentioned when old hash-markers of the Corps talk about their tours of duty. The past decade of Marines has added new names to the list; Treasure Island, Alameda, Marines' Memorial Club. And for the Marine Corps Reservists of the West Coast, standing ready to trade in their tweeds for a suit of dungarees if and when the whistle blows, San Francisco also holds a special significance. It is the home of the Twelfth Marine Corps Reserve and Recruitment District, which controls these activities in the eight western states of the U. S.

Headquarters of the Twelfth R&R District is in a seven-storied, gray building located at 390 Main Street, San Francisco. The structure is one of a group which houses the Department of Pacific, and is better known to Marines far and wide as Building Three, 100 Harrison Street. Here the 74 officers and men who make up the Headquarters of the district carefully maintain the records and keep up the correspondence which affect the service lives of the nearly 30,000 Reservists of all classes who reside within the eight-state boundary.

The Twelfth is one of the most active districts within the Corps. On its Reserve rolls are carried 43 male and three Women Marine organized units, all meeting regularly and attending annual Summer encampments. Its VTU (Volunteer Training Unit) program now comprises 43 units, with 1000 officers and men. This VTU program, most active of any Marine Corps Reserve District in the U. S., is growing rapidly, and is already known as a very important adjunct to the Reserve Establishment.

One of the major administrative jobs of the district is to maintain the records and correspondence relating to more than 22,000 Class III (Inactive) Reservists. An 18-man personnel records section tends to these chores, following the standard procedures used throughout the Corps. Reservists are joined, discharged and promoted, with the necessary flow of correspondence which

TURN PAGE



Reservists of the 2nd Armored Amphib Company train in the shadows of the San Francisco-Oakland Bay Bridge. During the recent floods, one of the 2nd's tractors worked continuously rescuing victims



Col. G. P. Groves (r), Deputy Director of the 12th, and his assistant, Col. R. Honsowetz

formation bulletins from the district, and from the Division of Reserve at HQMC, a monthly newspaper entitled *The Reserve Marine*. This publication, although concerned mainly with news of Reserve activities, also contains items of general Corps interest and enables the Reservists to keep up-to-date.

Training aids, an important asset to any military organization, receive additional consideration from Organized Reserve Units which may be literally isolated from major sources of supply. Each Organized Unit is furnished standard training aids, with one exception. Training films for the entire district have been assembled at the film aids library at District Headquarters, and are requisitioned as needed. Sergeant Clyde H. Queen, NCOinC of the library, has in his storeroom more than 700 reels of 16- and 35-mm. film, ranging from 400-foot short subjects to 3200-foot, full-blown productions. After each reel is returned to the district from one of the outlying units, Sgt. Queen carefully cleans and inspects it before sending it out into the field again.

The 46 Organized Units of the Twelfth Reserve District are ground units only; Aviation units in the area are under the control and supervision of the Marine Air Reserve Training Command. To get an over-all picture of Organized Reserve activities within the district, *Leatherneck* representatives visited seven Organized Reserve Ground units and one Aviation unit in the vicinity of San Francisco.

Two of the district's units, the 7th Infantry Battalion and the 1st Tank Company, are located at San Bruno, about 15 miles south of San Francisco. The 7th Infantry Battalion, a 245-man, top notch cruncher outfit, is commanded by Major Burt B. Sorensen, with Lieutenant Colonel Thomas M. Leineweber heading the Inspector-Instructor staff. Its weekly turnout is consistently high, and since its activation in March, 1952, the unit has been building steadily in both strength and esprit de corps. The I-I Sergeant Major, Thomas E. Mitchell, was impressed by the unit's spirit. When the 7th was packing its gear and seabags for the 1954 Summer encampment at Camp Pendleton, Pfc Jay Matejcik was taken ill and confined to his bed prior to the departure. The unit arrived at Pendleton on a Sunday and the following morning a telephone rang in the office. It was the training regiment calling to say that a Pfc named Matejcik had just arrived by commercial aircraft at



Records of more than 22,000 Inactive and Fleet Reservists are kept by the 12th Reserve and Recruitment District's Administration Section

SAN FRANCISCO (cont.)

accompanies each change. Each year, 20 percent of the Inactive Reservists attend some form of active duty training, and the personnel section carries the correspondence load entailed in the mass assignments. The 600 Fleet Reservists living within the district boundaries are also carried on the rolls of the Twelfth, with all status changes and retirements duly recorded.

Although the largest portion of the district's Reservists are on an inactive status, they are far from forgotten by the Corps. They receive periodic in-



Pilots of VMF 141 traded their jet aircraft for SNBs during a training hop over the Bay area

his own expense, and was waiting for someone to come down and pick him up. Matejcik has lost none of the gung ho spirit he displayed during the 1954 encampment. He is now a member of the Regular Marine Corps, and not long ago he was graduated from the San Diego Sea School with the highest score attained by any student since 1922.

The 1st Tank Company, also activated at San Bruno in 1952, has almost reached its T/O strength of seven officers and 125 enlisted. But the CO, Major John L. Watts, who has headed the outfit since its activation, recalls how rough it was during the early days. The unit attended its first Summer camp with 23 men, the next with 46, and the third with 85. Now made up of about 90 percent high school and college students, the First Tanks are looking forward to an all-out Summer session. The NCOs of the outfit, all of whom are old hands with tanks and amphibious vehicles, keep a careful eye on the one tank and tank retriever of the company, and see to it that they are always in top running order.

Three Marines of the unit are members of the nearby Daly City police force: Sergeant David A. Hansen, USMCR, is also a Daly City police sergeant, while acting First Sergeant of the company, Staff Sergeant James W. Sunderland, is a traffic officer during the day, under the control of Sgt. Hansen. Thus far, the two, who are close friends, have had no trouble figuring who is in charge at any given time.



Tank drivers of the 1st Tank Company learn from skilled veterans of World War II and Korea. Sgt. B. Ghent (r) is one of the instructors

Across the San Francisco-Oakland Bay Bridge at Alameda, the district has placed two more of its Organized Units; the 6th Signal Company and the 2d Signal Field Maintenance Company. Although the missions of the two units are varied, their histories are very much alike. They were both activated on November 10, 1951, each with identical strength; one officer and three enlisted. And the units have shared one other aspect through the years; recruiting difficulties. In the closely congested Bay Area, recruiting has always been rough. But in the vicinity of Alameda, the competition has been extremely keen.

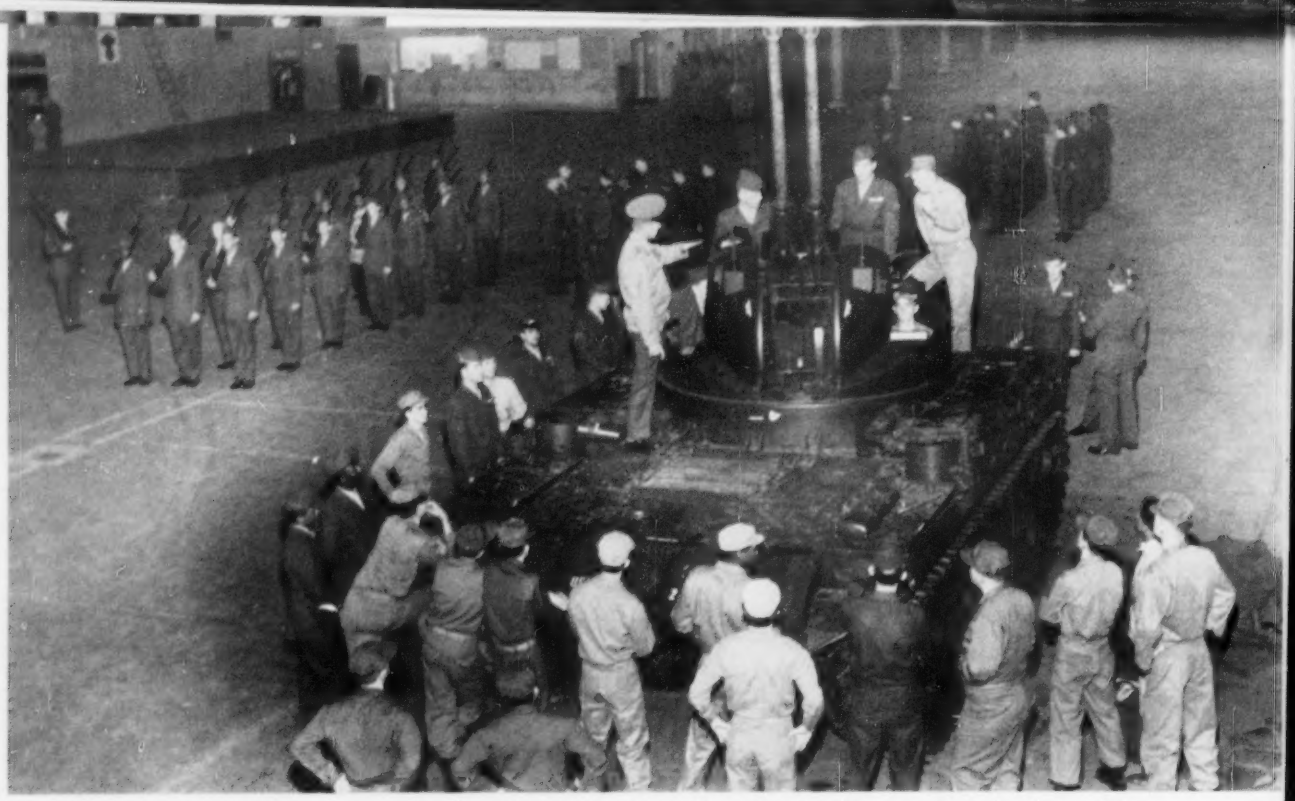
The 6th Signal Company, commanded by Major Richard J. McCann, is a 175-man unit of communicators, plus a few cooks, drivers and armorers who fill out the T/O. The company is equipped with all combat field wire and radio equipment, in addition to the latest in teletypewriters. After a six-month basic indoctrination period, new men are assigned to one phase of the comm field and begin the long period of training. According to Master Sergeant Barney A. Hayes, training NCO for the 6th, it takes about a year of drill periods plus one Summer encampment to turn out a good radio operator.

The mission of the 2d Signal Maintenance Company is plainly put: ". . . to maintain, service and repair communication equipment, and to train Marine Corps personnel in its use." Captain William Henrikson and his 91 repairmen are ready to do just that. They have the equipment to service and repair radio and telephone gear, teletypes and ground radar. The majority of the men in the company are highly trained specialists who do the same type of work in civilian life. For example, Staff Sergeant Roger D. Skinner, who is an old timer with the company, is employed by Sylvania Electric as an electronics engineer. The seven-man I-I staff for the company is headed by Captain Charles C. Cox.



A class in the proper use and care of the .45-caliber pistol was held by Lieutenant Fred M. Green for men of the 7th Infantry Battalion

TURN PAGE



There is no wasted motion at the Navy-Marine Corps Armory, Treasure Island. While one group from the 1st AAA Weapons Battalion listened to a lecture, another turned to on close order drill

SAN FRANCISCO (cont.)

Home for Marine Fighter Squadron 141 is at the Naval Air Station, Oakland. The 141 designation is an honored one in the Corps, dating back to 1942, when Dive Bomber Squadron 141 participated in the battle of Guadalcanal. After WW II, 141 was redesignated a Marine Reserve Fighter Squadron, and except for the Korean mobilization, has been active ever since. The squadron, 170 enlisted and 62 officers, is headed by Lieutenant Colonel James A. Leckie who, appropriately enough, is employed by the Civil Aeronautics Administration. Lieutenant Colonel James R. Spooner is the I-I for the unit, assisted by a 47-man staff.

Today, VMF 141 represents a potent weapon in the Marine Air Reserve strength locker. The majority of its NCOs are veterans of both air and land combat, and more than 50 percent of its pilots flew combat missions in Korea from carrier and land-based planes. And they haven't stopped increasing their combat potential and efficiency. Captain Paul Lucey, who flew helicopters in Korea, switched to propeller-driven aircraft after rejoining the squadron. Now that 141 has changed to jets, Capt. Lucey has made the latest transition without missing a step. Drill periods for the squadron are held one weekend each month, and participating members get credit for four normal drill periods.

The Navy and Marine Corps Training Center at Treasure Island serves as an operating base for three more of the district's Organized Units; the 2nd Armored Amphibian Company; the 1st AAA Weapons Battalion; and the Women's Reserve Platoon (Supply) which, for administrative purposes, is attached to the AA Battalion. The 2nd Armored Amphibian Company, the only unit of its kind on the West Coast, is probably



Master Sergeant Barney A. Hayes (seated) offered a short course in radio operation to communicators of Alameda's 6th Signal Company

as well known to Bay area residents as any Reserve outfit. Frequent requests for LVTs to be displayed at civic functions have brought the company invaluable publicity. As a result, Major Donald J. Willet's amphibian company numbers 132 officers and men —one over T/O strength.

Training for the amphibians follows the Reserve SOP. After six months of basic training, the men are assigned duties as loaders, gunners, drivers, or as part of the maintenance crews, depending upon the desires and aptitude of the individual and the needs of the company. Top emphasis is placed on practical work, with meetings held from 9 a.m. to 5 p.m. on alternate Sundays to enable an entire phase of instruction to be completed. In addition to many routine public appearances in the Bay Area, the company has responded instantly at the first SOS in time of public disaster. During the recent California floods, one of the company's vehicles operated continuously for three and a half days in the Russian River area, evacuating women and children and carrying in food and water.

The Women Marines Platoon at Treasure Island is composed of two officers and 30 enlisted women. It was originally activated at San Bruno, but shifted to T. I. in 1953 because of personnel procurement difficulties. The platoon is commanded by Captain Margery J. Woolman, who is assistant secretary for the Board of Regents at the University of California. The I-I staff of three is headed by First Lieutenant Ann C. Anderton. In addition to basic subjects, training for the WRs is confined mainly to the field of supply. The Marine Corps supply system, correspondence, procurement and transportation all are covered in classroom and Summer training sessions. On-the-job training is accomplished by frequent assignments to appropriate tasks with the 1st AAA Weapons Battalion.

In May, 1952, the District activated the 1st AAA Weapons Battalion at Treasure Island. Today, the unit has reached a strength of 20 officers and 233 enlisted under the command of Lieutenant Colonel Chester G. Smith. Major weapons of the battalion are four self-propelled 40-mm. guns, although .30 caliber machine guns, BARs and M-1s come in for their share of the training schedule time. The battalion meets every Wednesday night at the Treasure Island armory, with alternate weeks spent on MOS training and basic Marine Corps subjects.

The battalion offers its members a variety of volunteer weekend training which has become a popular adjunct to the primary training. Gunnery billets for 30 Marines have been arranged on the Navy weekend training cruises to Monterey, and for the more rugged individuals, weekend mountain climbing sorties are scheduled in the mountains of Yosemite National Park. And for the would-be eagle-eyes, volunteer shoots are arranged at nearby military rifle ranges.

To dwell on the past record of the Marine Corps Reserve is but to repeat what has become common knowledge and a rock-bound segment of American history. Through two wars and the Korean action, the big "R" has proved its worth. Its reason for existence can be best summed up in the words of George Washington, as applicable today as they were almost 200 years ago.

"To be prepared for war," said the father of his country, "is the most effectual means of preserving peace." **END**



The 1st Tank Company's judo experts held a demonstration



The WM Supply Platoon is attached to Weapons Battalion





Heated jeeps are necessary to protect motorized patrols. Sentries are provided when ships dock at Adak because it is not a port of entry and no one is allowed ashore unless on government business

POST OF THE CORPS

ADAK

by TSgt. Robert A. Suhosky
Leatherneck Staff Correspondent

Photos by
MSgt. H. B. Wells
Leatherneck Staff Photographer

WHEN A MAN parks his seabag at the Marine Barracks at Adak, Alaska, he quickly discovers the two characteristics which set that post apart from the usual duty stations of the Corps. Foremost, security, as performed by the Marines at Adak, is uncompromising, even scrupulous. And nowhere does time hang heavier during off-duty hours.

To find Adak, break out an atlas and follow the great curving Aleutian archipelago as it sweeps westward for nearly 1000 miles from the Alaska peninsula toward Kamchatka, Siberia. Adak is roughly three-fourths of the distance down that rugged chain, or you might ask any of the Marines stationed there. Answers from them are slightly less than geographical.

"It's at the end of the line," they say. "This is where the streetcar turns around."

And it's almost the truth. Ships sometimes refuel at nearby Great Sitkin Island, an active volcano 26 miles to the northeast, and a few hundred miles westward—a small unit on Attu—keeps watch over the tip of the Aleutians, but neither activity concerns the 150 Marines who provide local internal security for the Naval Station and the Naval Communication Station at Adak. Their domain is a desolate and wind-lashed rock approximately 22 miles wide and 36 miles long.

Even the usual Marine job of guarding the front door does not exist at Adak, because there isn't any main gate, nor back gate, either. The only military gate on the station is located on the road to "Radio City," locale of the Clam Lagoon comm site.

The island's shortage of gates doubles the security responsibilities of the Marine Barracks, Adak, accessible only by sea and air lanes, is a tiny, almost isolated outpost vital to the western hemisphere's defense system, hardly a spot for unauthorized folks to loiter; alert Marine sentries see to it that they don't.

"We make sure you are a right person, with a right reason for being here," explained Major Russell Hamlet, commanding officer of the Marine Barracks. "Or else you don't come ashore."

Twice a week, Navy transport planes from VR-5 fly into Adak from Kodiak, bringing mail, supplies and passengers, and while the huge aircraft are a welcome link with the outside world, no one debarks until credentials have been checked and proper identification has been made.

TURN PAGE



Pfc "S" "T" Carter manned the only gate on the island. "Radio City" may be entered only after the sentries make a positive identification



TSgt. E. J. Pickering (pointing) showed Pfc W. R. Edwardson (left) and Sgt. N. Croy how the totem traced the periods of Adak's history

ADAK (cont.)

It is the same way with ships westbound for the Far East on the Great Circle route. When they put in at Adak, a Marine at the foot of the gangway checks all hands against indiscriminate wandering. Because Adak is not an American port of entry, no one is permitted ashore from eastbound vessels. The dockside watches, like the normal posts of the guard, are manned in all kinds of weather. On Adak, that can be quite a feat.

Almost daily during October to March, gusty 60-knot winds hurl the day's snowfall up the sloping street fronting the Marine Barracks but the island's inhabitants spoof the thought that there is anything unusual in these displays of raw weather. On Adak, they insist, driven snow and winds of subhurricane velocity merely indicate mild, wintry days. But when the williwaw strikes, life gets rough.

A williwaw is a violent gust of wind resulting from a damming up of air on the windward slopes followed by a highly gusty overflow of air down the leeward slopes, draining cold air from the higher terrain. The duration of a williwaw is continuous until the supply of cold air is exhausted. These winds, which usually surpass hurricane speed, are common in the more mountainous islands of the Aleutians.

"The worst williwaw, since I've been here, hit 125 miles per hour," Technical Sergeant Edward J. Pickering, a two-year resident of the Adak barracks, said. "We had to put all the sentries on walking posts in the lee of buildings, but the posts were maintained." Vehicles which couldn't be stored indoors were also left to weather the williwaw on the lee-side of buildings. Wind, as a meteorological element, is rated severe throughout the island chain, mostly because the region is on the main storm track.

Adak Marines have developed a capacity for tall claims. They have a candidate for the "worst walking post in the Marine Corps." It's on a hilltop in a restricted area, they say, and consists of circling a building, bucking cold shifting winds. Pulling that particular post is so rough, the sentries are changed every hour. According to the Marines who have walked the post, there are times when one hour is all the exposure a human can endure.

Another boast of the Adak Marines is their prowess on the rifle range. Last year, 98.888 of the command qualified with their weapons.

Adak's Marine Barracks is deployed into two rifle platoons, commanded by First Lieutenants Ernest L. DeFazio and Francis J. Werz; a machine gun platoon, under "Gunny" Pickering; a





Lt. DeFazio and Major Hamlet admire Adak's sports trophy



Pfcs J. H. Van Norman and Charles Ward almost missed the Adak National Forest. There are 38 trees, averaging three feet in height

weapons platoon, and the usual headquarters section mustering the supply, brig, cooks and messmen, laundry and Special Services activities. Unlike many posts, personnel carried in the headquarters unit at Adak get their ration of guard duty along with the rest of the troops.

On guard duty, privates and Pfcs man the walking posts; corporals clutch the four motor patrols or assume corporal of the guard desks; sergeants are sergeants of the guard and staff sergeants, commanders of the guard. Techs and master sergeants, the three lieutenants and Captain Gary L. Yundt—the exec—rotate Officer of the Day watches. In addition to the dock watches when ships are in port, sentries are posted around all combat aircraft touching down at Adak.

The Marines' secondary mission on the island is to train, equip and provide an FMF-type organization of sailors for the Naval Emergency Ground Defense Force necessary to the safety of outpost stations. Major Hamlet doubles as station ground defense training officer and commander of the NEGDF itself.

Adak, however, has never been subjected to enemy assault, as Attu and Kiska were by the Japanese during the early part of War II, nor was it bombed, like Dutch Harbor. Although the Aleutians were discovered by Vitus Bering in 1741, Adak was virtually untouched until 1933, when a small Coast and Geodetic Survey team began studying the approaches to the island and the Navy moved a flagship and two minesweepers onto the scene, looking for an operational base. When the enemy opened its attempt to invade Alaska, Adak's military population was increased by 75,000 soldiers. Evidence of their visit are the abandoned shelters —mostly Quonset huts—seen almost everywhere on the station.

The Army left another legacy when it departed—the Adak National Forest. More than 12 years ago, the fantail of a Navy warship sailing into Adak was covered with an estimated 50 tiny evergreen trees, none over three feet tall. Carefully, the soldiers planted the trees in a hillside plot approximately 20 yards square. Thirty-eight of the evergreens have survived—the only trees on the island. They are visible to anyone travelling the road alongside their bed but viewers have to look quick to catch the sign that proclaims, "You are now entering and leaving the Adak National Forest." In the years since they were planted, the trees haven't grown; they're still three feet tall!

When the men are not on guard or complying with a required training program, some of them try their skill at rod and reel, although the "take" is limited in variety. Fishing is open all year, except when restocking or planting is in progress. Dolly Varden trout, salmon, perch and Japanese cod are the most prominent nibblers, while jumbo shrimp and tasty Alaska king crab are caught off the docks in season, and clams, oddly enough, can be taken in Clam Lagoon. It takes a hardy fisherman, though, to enjoy angling in Adak's climate, according to the Marine Barracks sergeant major, Master Sergeant Tommie L. Reese, a veteran of almost 20 years service.

"I went after trout on the hottest day of the year last July," he said. "And I nearly froze."

Hunting on the island is mostly for birds, since the largest land mammal on Adak is the Arctic fox. Ptarmigan, a relative of the grouse family, is in season from August to April. Other game birds—brant, geese, ducks, mergansers, scoters, eider and coots—can be bagged in a shorter season running from September to December. During the Winter, Adak is visited by migratory Emperor geese who make tempting out-of-season targets but respect for the station's hunting and fishing regulations comes easier, perhaps, to the Marines. Major Hamlet is also the game warden, with a host of assistants, including the other officers in the outfit and Sergeant Norvin A. Croy, the provost sergeant.

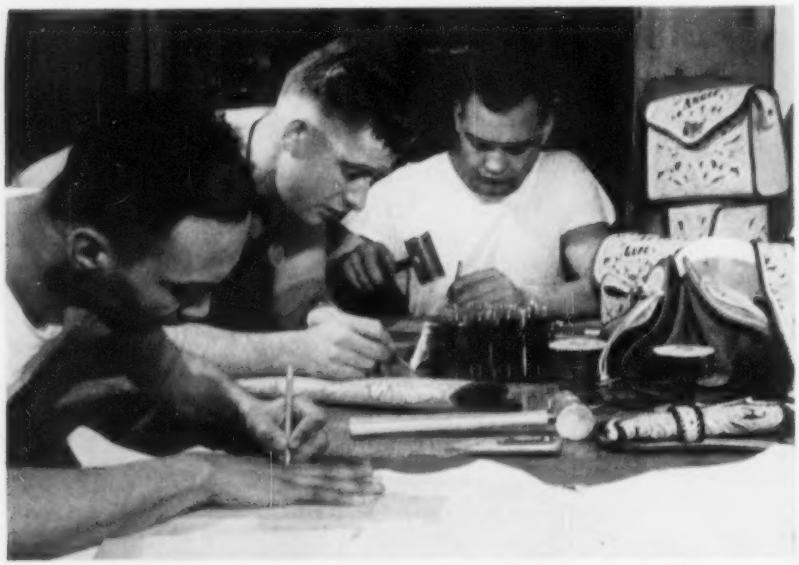
Eager hunters visit other Aleutian islands on leave to try for caribou, moose, elk or bear. And with fairly good success, too.

A ski lodge on the 3900-foot slopes of Mt. Moffett, highest peak on the island, offers skis, ski shoes, toboggans and an

TURN PAGE



Only the hardier souls have taken advantage of the Mt. Moffett ski lodge. Walking post in Adak's weather was sport enough for most



Leathercraft is a popular hobby with Adak Marines. SSgt. Santiago Sandoval, Sgt. F. Bost and SSgt. P. Jimenez originate their designs

"It's interesting work, particularly when you begin cutting your own designs," Staff Sergeant Santiago K. Sandoval said. "Fun, too." Sandoval is one of several Marines who follow their own patterns while tooling plain or fancy sheets of hide.

Off-duty, if they are not nose-deep in literature, writing home or listening to a recorded jam session in the barracks' recreation room, the green-clads usually can be found patronizing the Marine club, an establishment of which both management and customers are very proud. They have good reason to be; they built their pub from a bare Quonset shell and did a commendable job. The club was opened on November 10, 1954, and has been the scene of most holiday celebrations since that date. (Adak Marines celebrate all holidays twice: On *the* day for everyone except the guard of the day, who observe the occasion the following day.) By agreement, Staff NCOs take over the entire premises on specified Saturday nights.

At times, the Marine Club offers the best view of the station and the surrounding mountains, but patrons can't always linger over the scenery—a snowstorm can obliterate it in minutes.

Although Rudolph, the barracks' canine mascot, has yet to spring for a drink, he is considered a preferred customer at the club. Rudy is a dog of definite husky antecedents and very adroit at numerous tricks, like wrapping his jaws around one of Sergeant Frank Bost's wrists and dragging him off to the messhall for a bone. Adak



SSgt. M. Runnels learned to dive in Adak's frigid waters

ADAK (cont.)

easy chair beside a warm fireplace for bull sessions after skiing, but draws little business from the Marines whose outdoor duties enable them to enjoy more than a full share of Adak's annual 71 inches of snow. However, when the Captain's Trophy was instituted as a quarterly award recently, the Marine Barracks copped it the only two times it has been awarded thus far. The handsome prize is presented for participation and excellence in intra-island sports. The five officers of the barracks brought further honors home when they formed the station's top pistol team.

Leathercraft has a strong following among Adak's barracks boarders. "Shipments" of billfolds, purses, photo albums, gun belts, etc., to relatives and friends in the States often surpass the $100-value mark, but the figure represents the cost of material only, purchased through the Navy-run hobby shop.



The three R's keep the smaller fry well occupied. Facilities at the Naval Station School are excellent



The commissary, Adak's only grocery store, helps TSgt. E. Pickering's family maintain a full larder

Adak Marines have braved winds of 125 m.p.h. to walk their posts

Marines contend that Rudy is the smartest dog in the Marine Corps. At least, he rides the mile or more from the barracks to the club more often than the two-footed members of the outfit.

Formerly, the club was handy to the barracks, but that was before a new, three-deck structure was completed a couple of years ago. This grim, gray building—foreboding as a prison when seen from a distance—is near the Navy and Air Force barracks, and connected to an inter-service messhall by basement corridors and a tunnel under a street. Hobby shops, photo lab, radio station and a laundromat line the same passageway.

Squadbays in the Marine Barracks have been partitioned into cubicles, but more private accommodations can be found in the basement where the barred doors are electrically controlled. The brig, though, is usually empty.

Off-duty entertainment was curtailed when the bowling alley burned down, much to the chagrin of a red-hot league, but the ten-pin sport still is a favorite form of recreation on the island among troops and dependents. And with typical ingenuity, some of the Marines came up with ideas for dispelling boredom. When Staff Sergeant Milton E. Runnels heard the Navy was looking for divers to work on the station's piers, he applied for a job and became a qualified diver, although he had to spend a lot of time in the freezing waters around Ada'k.

When Pickering decided he needed wheels to get around the island when not on duty, he bought an automobile from a homeward bound sailor, painted it bright red, added big yellow Marine Corps emblems to the sides and back and christened the vehicle "The Beetle."

"It's a late-model job," Pickering claimed. "Late '30s." The Beetle is a chariot of honor on Adak; at Christmas, it rode Santa Claus (Staff Sergeant John M. Gerhard, Jr.) on his visits to school and homes. Winter is the busiest time of the year for Pick and his car; when the weather stalls many a truly late-model auto, The Beetle usually supplies the push to get them going.

Adak, according to the 10 Marines whose families were with them, is a place where getting along with everyone else is extremely important—and very easy. Because of Adak's size and location, the dependent community is, perhaps, one of the friendliest to be found. In addition to officers, housing facilities on the station are limited to master and technical sergeants or the equivalent pay grade in other services. Only five enlisted Marines—MSgts. Reese and Carl V. Lookabaugh, and TSgts. Pickering, Alex Boyd and Floyd C. Litchford—live "ashore." The quarters, however, are excellent, as is the station school where the Boy Scouts pull colors at the end of the school day, with an assist from a Marine bugler.

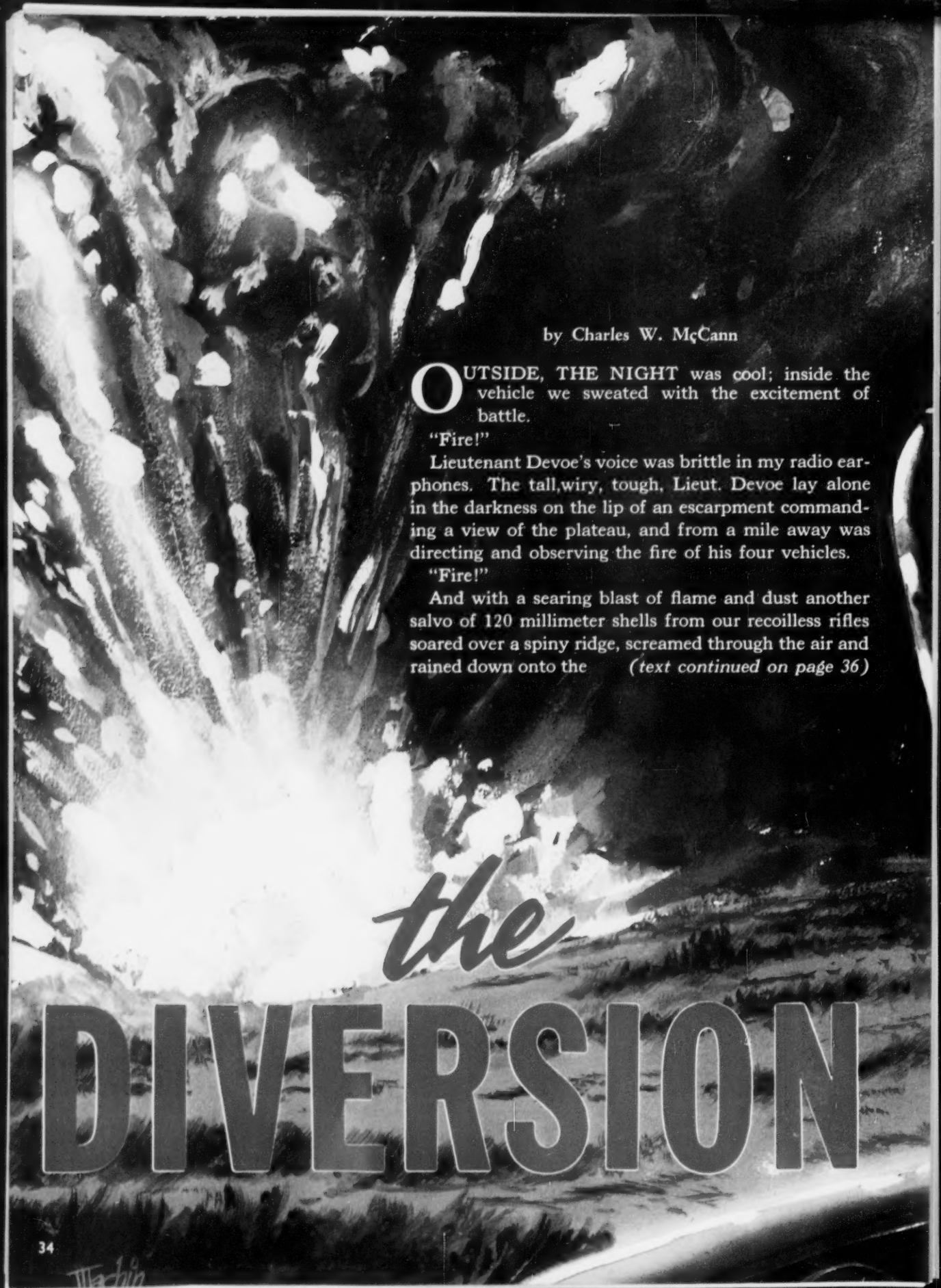
A post exchange-commissary building constitutes the only store on the island, with a bank and a post office included in Adak's tiny "shopping center." Although the exchange carries a large line of merchandise, anything that can't be bought there is purchased through mail order houses, making the arrival of ships with long-awaited parcels for the inhabitants of Adak, something akin to a holiday.

And holidays are always welcome on Adak, Alaska, where there is none of the adventurous romance of the Klondike, nor even brown bears like those of Kodiak which offer great hunting thrills and magnificent trophies. Except for July, August and September, when tiny wild flowers bloom in a rainbow of color, there is little on Adak but rain and fog, snow and wind.

Despite the bad weather and the out-of-the-way location, a few of the Marines on Adak—particularly among those with dependents aboard—enjoy their stay there well enough to extend their tour to the maximum two years while another few count the days remaining until they leave the island. To the majority, though, it's flatly a post of duty, and they accept it as such. Like Kelly always said, "Wherever Old Glory flies, that's my home."

The flag also flies proudly on Adak.

END



the DIVERSION

by Charles W. McCann

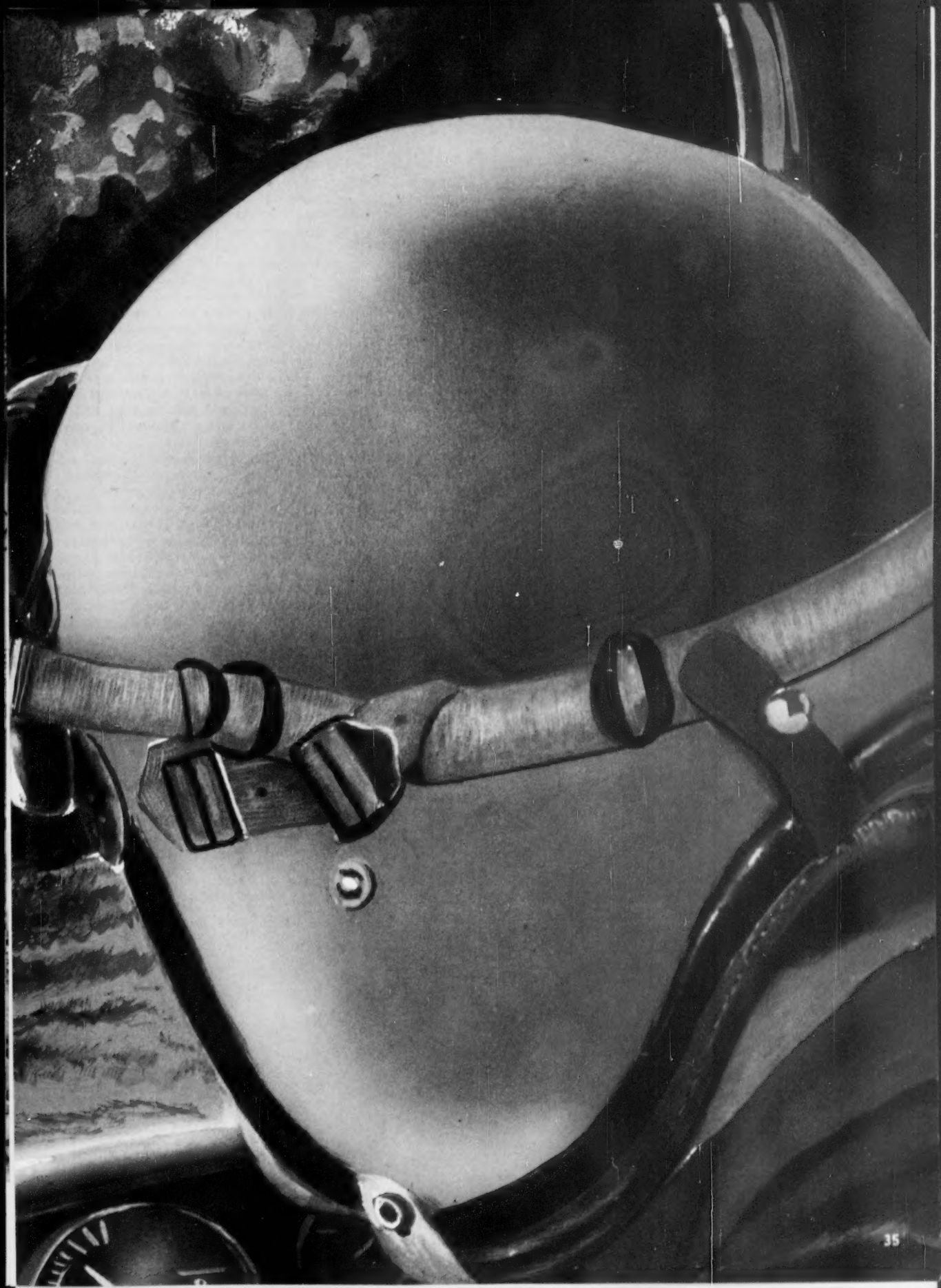
OUTSIDE, THE NIGHT was cool; inside the vehicle we sweated with the excitement of battle.

"Fire!"

Lieutenant Devoe's voice was brittle in my radio earphones. The tall,wiry, tough, Lieut. Devoe lay alone in the darkness on the lip of an escarpment commanding a view of the plateau, and from a mile away was directing and observing the fire of his four vehicles.

"Fire!"

And with a searing blast of flame and dust another salvo of 120 millimeter shells from our recoilless rifles soared over a spiny ridge, screamed through the air and rained down onto the *(text continued on page 36)*



plateau to rip and tear the enemy positions, aircraft and vehicles which we couldn't see.

I waited. We were to fire four salvos from each position after getting the range and direction from the lieutenant. From this, our third position, we had fired but two. Where was the third command to fire? I checked my radio with Sergeant Chambers in the next vehicle; it was working. What had happened to Lieut. Devoe? Dark possibilities began to crowd my brain.

* * *

BEFORE sundown we had strung out our platoon of four amphibian vehicles under scraggly fir trees in a dry wash, had posted the perimeter guard, and prepared for supper and the night. Twenty miles to the west rose a black cliff which marked our route into the long valley which led to our complex of newly established airheads. Far down the rocky slopes to the east, lying lush and green under the soft evening haze, were the tranquil fields and glistening swamps we had traversed two days before.

Into this high, wild land of rocky ledges and burning gravel beds we had rolled yesterday, with orders to dig out and destroy the elusive bands of enemy whose mobile antiaircraft rocket batteries were hazarding the air supply route to our airheads. Another day of hunting among these crags and boulders and we could call our mission complete; today, scouring the arid valleys, we had found and smashed five batteries and their crews. Now, at sundown, we expected to see our huge turboprop transports throbbing again toward the complex, but only a few fighter planes were active.

Air panels having been laid out, our liaison Pogo-plane squatted down in a storm of dust a hundred yards away. The pilot clambered from the plane and walked up to where I stood with Lieut. Devoe. He reached inside his leather jacket and handed the lieutenant a sealed envelope.

"Must be important," the pilot said as he tugged off his hard, bright helmet. "The Chief of Staff himself told me to destroy it immediately if I had to give old Pogo to the junkman."

"It's important, all right," Lieut. Devoe said quietly after he had read the order. He stood lean, hipless, his hawk-like face intent; then he looked up at the pilot and his face brightened. "Care to join us for supper? Be ready soon."

"Like to but I can't," the pilot replied. He put on his helmet. "Have to scat before the light fades. Things get hairy after dark, you know. Those double-A teams with their radar crawl out of the bushes."

"Know what you mean," Lieut. Devoe said, grinning. "Maybe sometime over there, then." He waved to the far horizon.

"Sure," the pilot said. "See you around." He flung up an arm, wheeled, and clattered off down the slope.

Lieut. Devoe turned to me, his dark eyes narrowed. "Karonty," he said, "I want you in on this. Let's go over to my vehicle."

The amphibian vehicle, reconnaissance (AVR) is armored sufficiently for protection against weapons, including 50 caliber, and is lined with six inches of energy and radiation-absorbing vinyl-resin plastic. It has a gas turbine engine, eight giant earth-mover tires, the four 'midship wheels hung on a separate suspension system, to be lowered and engaged only when in water, marsh, or on unusual terrain; each wheel is equipped with water fins which extend from and retract between the hub and the tires. Atop the vehicle are four 120 millimeter recoilless rifles mounted in battery which, when not in use, lower hydraulically into the enclosed recess in the top of the vehicle. Four 50 caliber machine guns project to sweep the compass. Ammunition, various hand weapons, small arms, and demolition devices are carried, and a strong defensive position may be speedily set up.

Four vehicles comprise a platoon; and the Romeo T/O, which came out in 1962, specifies one lieutenant, one technical sergeant, four sergeants, 12 corporals, 30 privates/privates first class, and two corpsmen.

"Have a smoke, Karonty," Lieut. Devoe leaned against a giant tire and shook out a pack toward me. I took one and lit it.

"Karonty," the lieutenant said, "this'll make your knees buckle. You're a tech sergeant and second in command, so I'll let you have it straight." He pushed the paper toward me.

I glared at him, took a deep drag on my cigarette, and began reading.

" . . . . The dispersion of units of this command for passive atomic defense, together with the relatively short period of airhead operations, has necessitated leaving wide gaps through which, at present, the enemy may move comparatively unmolested during the hours of darkness. By a daring and well executed maneuver last night he filtered between our elements a balanced force estimated at battalion strength, attacked and overwhelmed the reinforced company we had emplaced on the rocky plateau to our east, and has taken up strong positions which, according to Air G-2, are located at coordinates listed below.

"Since this enemy force now occupies an area from which he can interdict our primary air and land supply routes from the sea and the beaches, he poses a threat that we cannot ignore. Detouring our supply routes to avoid him would bring our planes and vehicles within reach of other enemy fire.

"Your being in the area behind this enemy force, a factor I believe not yet known to him, gives us an advantage. The details of our attack from this side I may not divulge; but a diversion mounted by your platoon from the east, one hour before dawn, if vigorously pressed, will assure our assault and save us many casualties.

"With only the restrictions I have outlined here, the tactics you employ in this diversion are left to your military judgment. Coordinates of the various enemy elements. . ."

I handed it back and watched as Lieut. Devoe carefully tore off the list of coordinates, put it in his pocket, flicked his lighter and held the paper, burning, until the flames licked his fingers. He ground out the blackened, brittle ashes with his heel, then he said, "The men should be tired. Encourage them to turn in soon after supper, and tell them that we'll have an early reveille. Don't say anything



more now." He hitched at his sagging pistol belt and grinned at me. "Reveille will be early—at midnight!" He thumped me easily on the chest. "Let's get some supper."

I couldn't sleep. I lay in the folded-down canvas bunk inside the AVR, listening to the soft breathing of the others and the sighing night wind. The ramp at the rear of the vehicle was down. About ten o'clock a white, imperfect moon silvered the tops of the jagged rocks outside. I kept thinking about our platoon attacking a battalion.

A battalion!

I fingered the duplicate map of enemy positions Lieut. Devoe had given me and tried to avoid thinking how, after the first few salvos, they'd find us and concentrate their heavy firepower. Like a canary hit with a shotgun blast, I thought.

I got up quietly and visited the perimeter guards.

At midnight I went to Lieut. Devoe's vehicle. I thought he was sleeping, but he said, "Come in, Karonty." He sat up on the edge of his bunk. He talked softly. "I think we can pull this off to the general's satisfaction. Some of us may get hurt, but we'll chew them up first. I want you to hold reveille, let the men have the usual hot breakfast, and muster them here at a quarter to one."

A crisp wind shouldered the tattered boughs of the fir trees as the men massed around the ramp of the lieutenant's vehicle. They stood waiting, their faces solemn, their bodies tense. Lieut. Devoe glanced at me. "Everyone here, Sergeant?" he asked quietly.

"All but the guards, sir," I reported.

"Good. The leaders can give them the word after we're under way." The lieutenant cleared his throat and began explaining the situation. He covered all the main points, stressing the importance of our part in the engagement. "We want to make them think we have a full company," he continued. "By making speed runs along the road I have indicated and, by firing from three different locations, I think we'll convince them. These positions I'll point out later to the crew leaders."

He paused, then went on. "You're going to take a beating on that road. You'll have to wear your seat harness and even that won't be enough, for I'm allowing only two minutes for you to roll three-quarters of a mile and resume firing. I've called it a road. That's a joke. You'll hit holes and washouts, boulders the size of basketballs—at 50 miles an hour. You won't have lights. Drivers will use light amplifiers. I'm not sure the vehicles will hold together, but mobility is our surest defense." He paused again. "We can't have a dry run; we must have the element of surprise. As for land mines, we're taking a calculated risk that they haven't had time to put them in."

"I want us to take an hour covering the 20 miles to the staging point. It'll take me another hour to get from there to a place on the cliff where I can observe your fire and correct it by radio. But if anything goes wrong anywhere, I want the attack to continue. That's our assignment. Now, any questions?" He looked around, but the men were silent, shifting uneasily in the shadows.

Lieut. Devoe and I left the AVRs nestled against rock outcroppings that camouflaged their boxy silhouettes, and started walking the half-mile to the cliff. Knowing the difficult climb ahead of him, I insisted on carrying the lieutenant's radio. He carried a well-marked map, and at his belt, a sheathed knife and the ever-present pistol.

"We're poking a stick in a hornet's nest, Karonty," he said, "but if we distract them properly we'll save four times our number." He was walking fast, his eyes probing the dark spots along the rim of the escarpment. "See that sharp slope of tumbled shale on the north side? I'll go up there, make my way around to the east, and spot from somewhere within a hundred yards of that round knoll. See, there by the twisted tree?"

"Looks like a good spot for an enemy sentry," I said.

The lieutenant slapped his knife and pistol lightly. "I'll be climbing up; he'll be outlined against the sky."

"You could use an assistant," I said. "Like me, for instance."

"We've been through all that, Karonty. This is my cake. You stay on the road and slice it. I'll tell you how."

We entered a dry creek bed overhung with stunted oaks and pine and followed its meanderings to the northern slope. For several minutes we lay against the creek bank and scanned the heights. The moon was far to westward now; the slope was in shadows. I helped the lieutenant into the straps of the radio set, we shook hands, and before starting back, I watched until he waded into the black pools of darkness on the steep rocky slope.

* * *

NOW, with my mouth dry and the blood beating against my headset, I knew I should wait no longer for the lieutenant. "The attack continues, no matter what," he had said. Time was important.

"Fire!" I yelled it with the button on my mouthpiece pressed down. I had it now. The job was mine. All of it. The hair prickled on the back of my neck and although I was sweating, my teeth began to chatter. I reviewed the time schedule, the ranges, the road, and the long minutes remaining until dawn.

"Fire!" The *(continued on page 78)*

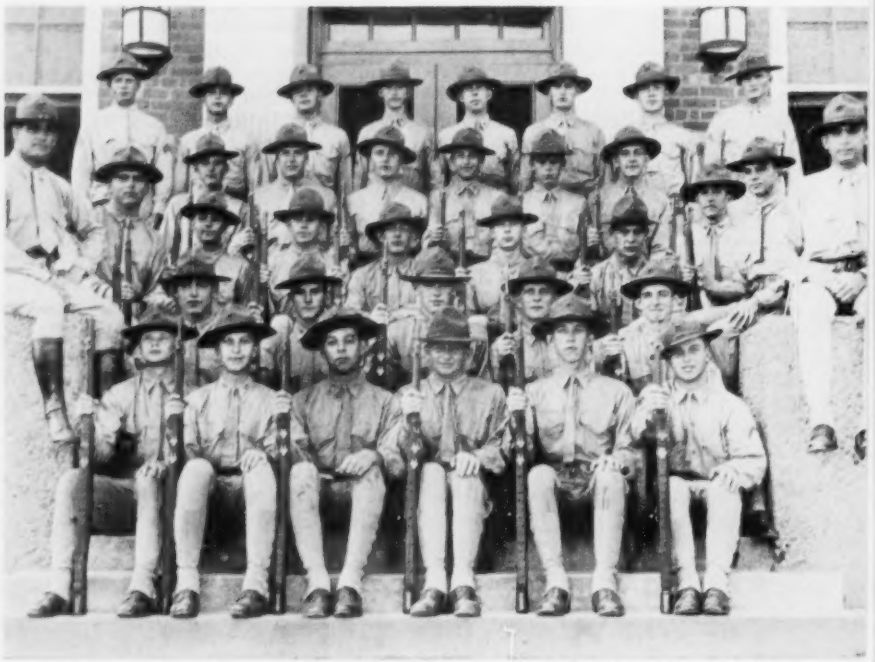




National Photo and News Service Photo

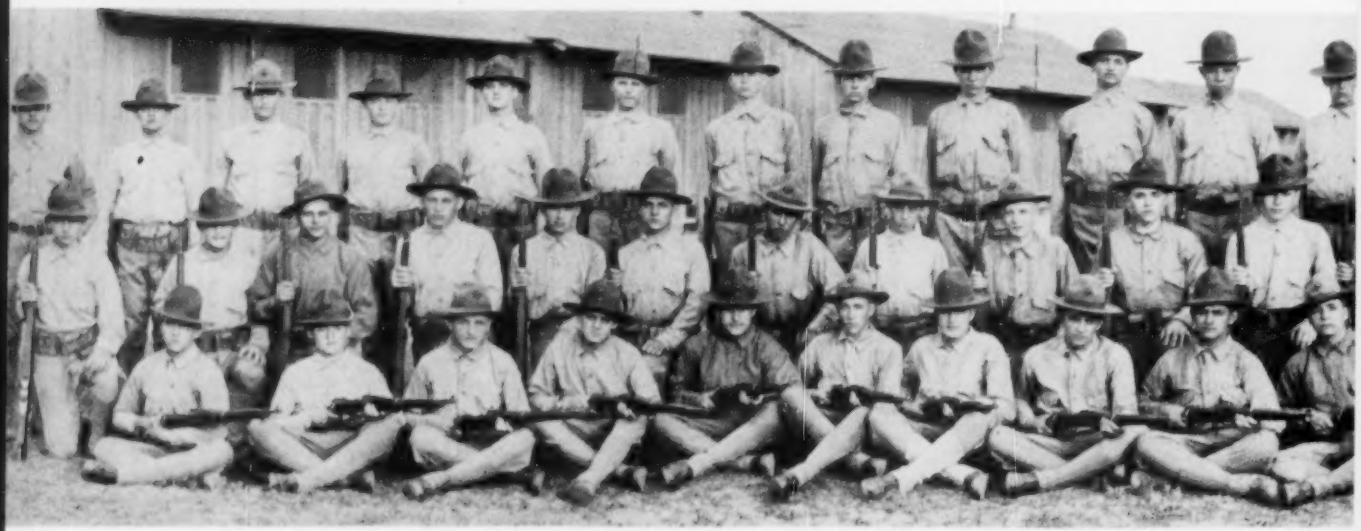
CORPS ALBUM

HERE ARE some more of the Old Corps photos which we will print as a regular feature. *Leatherneck* will pay $15.00 for old photos of this type accepted for publication. Please include date, outfit or any other available identification. Unfortunately, we cannot accept, for publication, any copyrighted photos, postcards or newspaper or magazine clippings. Mail your Old Corps photos to CORPS ALBUM EDITOR, *Leatherneck Magazine*, Box 1918, Washington 13, D. C. All photos will be returned.



Submitted by MSgt. James E. Haney

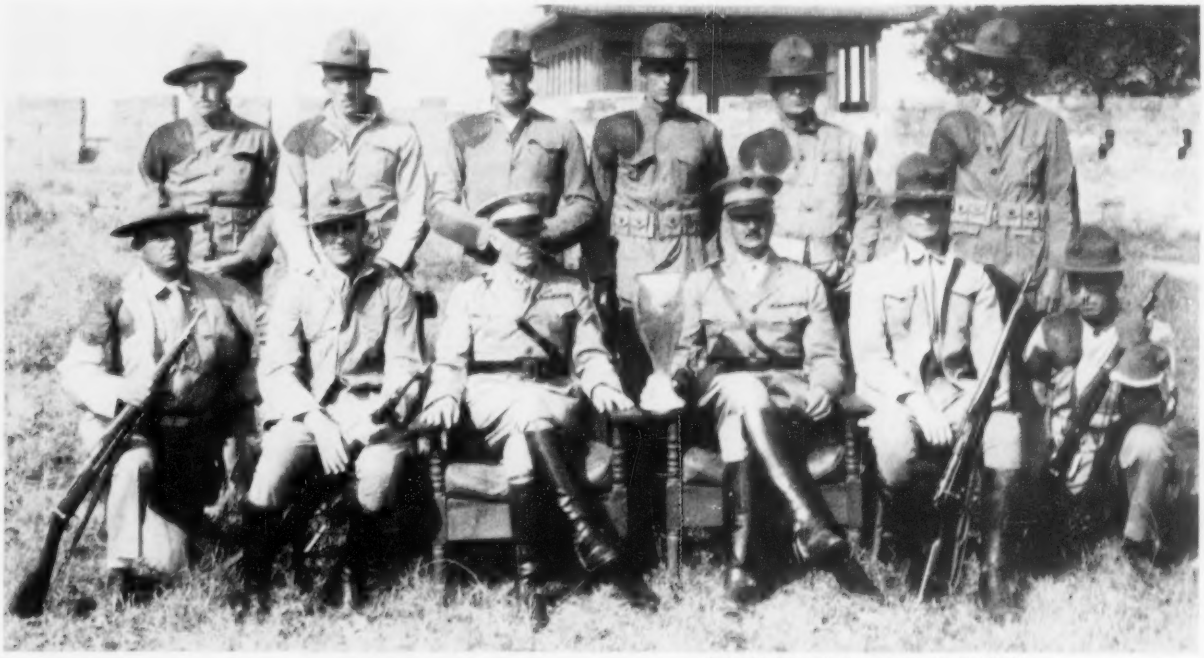
The 2nd Platoon, Co. "A" First PLC Class at Quantico, Va., in front of "G" Barracks. This photograph was taken during the Summer of 1935



The 569th Company, Marine Training Camp, Parris Island, South Carolina, in 1920. The total Marine Corps strength at that time was 1087 officers and 21,903 enlisted men

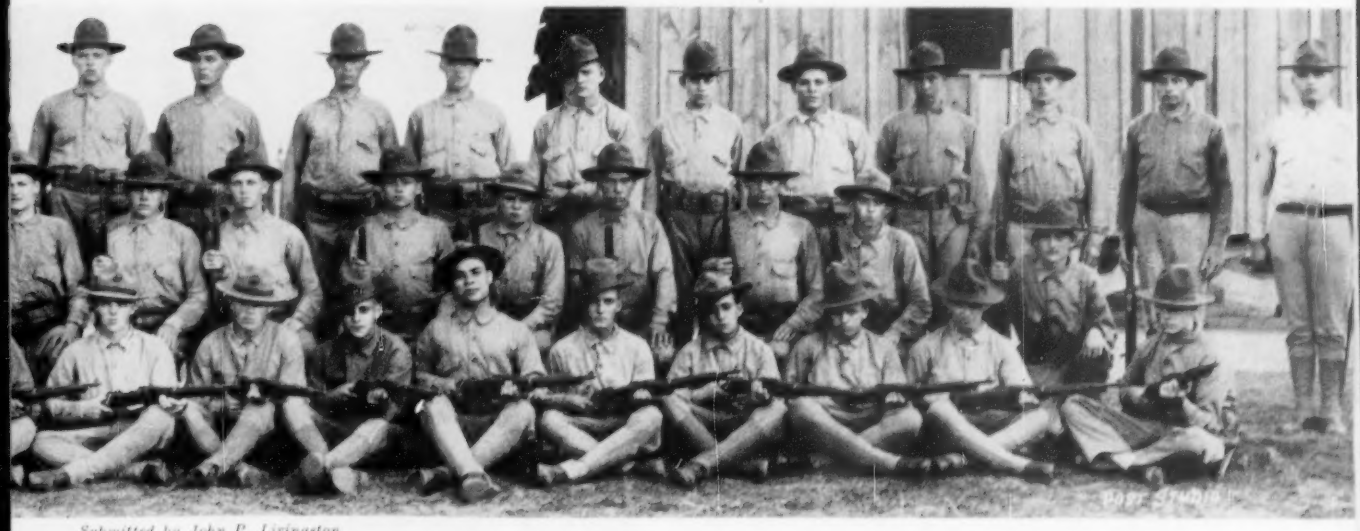


A panoramic view of the Marine Corps Recruit Depot at Parris Island, S. C., as it appeared in 1933. The commanding general then was Brigadier General Harry Lee

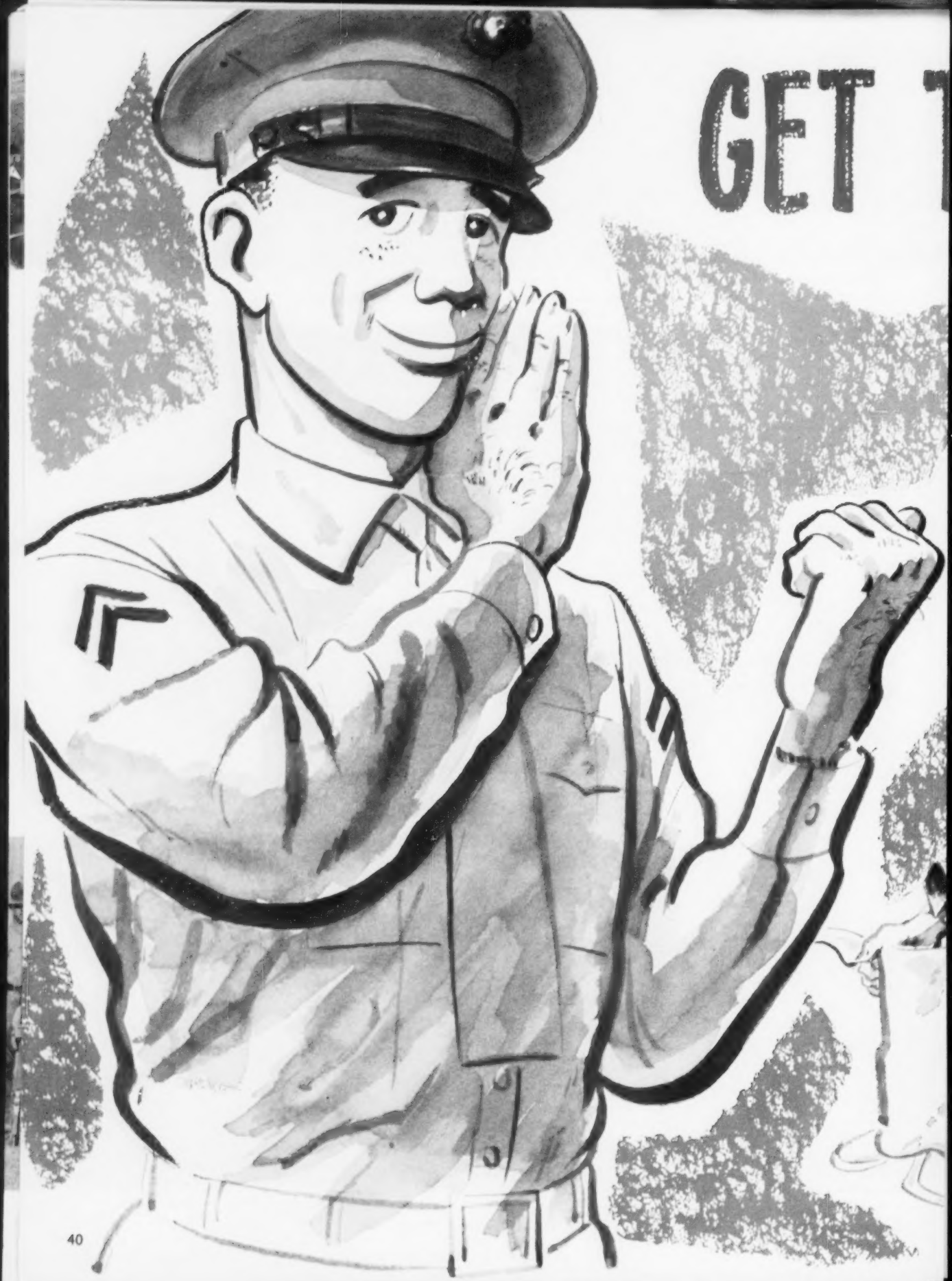


Submitted by Marksmanship Unit, HQMC

Peking, China, Marine Corps Rifle Team of 1927. Officers, seated in front row, were: Lieut. R. O. Bare, Lieut. Col. T. Holcomb, Major C. F. B. Price, Lieut. W. Davidson



Submitted by John P. Livingston


GET

THE LEAD OUT!

Some say this famous phrase started during WW II, but here's another version



by Fred Stolley

YOU'VE PROBABLY USED the phrase, "Get the lead out!" a thousand times to speed some poor lagging private on his appointed rounds or to hurry your wife through the last minutes of the eyebrow-pencil-powder-puff-stocking-seams routine that wives go through while you're waiting with the door open.

It's come to be a generally accepted colloquialism meaning *hurry up* and some individuals will tell you that it began during WW II when they called a lot of old sergeants back from retirement—metallic sergeants they called them—silver in their hair, gold in their teeth and lead in their rears. You may think that's where it started, but you're wrong.

Some say Wimpy Wright and Tex Harrell originated the phrase. I can't say for sure. I do know that Wimpy and Tex were the ones who nailed Liverlip Gordon's boondockers to the deck, and they also hid Biggy Charles' false

TURN PAGE

teeth the day Biggy was to be married. Biggy's still single today and glad of it, but that's another story.

At any rate, when Sam Howard took over the Fourth Marines in Shanghai in 1940, liberty went every day at 1300 and with room boys doing most of the work the men were getting pretty soft. Sam knew, the way things were going, that he was going to have to lead this outfit in combat soon, and he didn't like the way the men looked. He ordered a general conditioning program, and its main gimmick was a conditioning hike with heavy marching order packs. It was scheduled every Monday morning at 0500. The added twist was an automatic two-week restriction for anyone who failed to make the hike or couldn't complete the march.

So, every Monday morning, with Chesty Puller leading, the gates of Billet Miller swung open and we marched down Haiphong Loo toward the Ordure Station on the first leg of the two-hour march around the International Settlement.

It was quite a train. From point to rear guard and the corpsmen and ambulance bringing up the rear, we would string out for blocks. The corpsmen carried stretchers and followed a straggler like vultures waiting for a wounded antelope to drop. But the men fought every step of the way.

Even after a long week end at the Majestic and Little Club, or a solid sea story session at the Seymour Road Club, the boys would try to struggle through. Pinch bottle whiskey sold for 95 cents a fifth and beer was two cents a quart. But even after a week end of bottle belting at those prices the specter of two weeks of restriction in the billet kept many a man's spirit going even after the flesh had almost given up.

Monday morning at 0400 the barracks was a grim place. Men shaved in tight-lipped silence, dressed and then sat on their bunks and stared into space until First Call. Any levity or attempt at humor at this time was treated with the silent contempt it deserved. In a few minutes men would be fighting for their liberty!

But there was one whose enthusiasm could not be discouraged. Red Anderson, a tall strapping Scandinavian, would make up his pack and get his gear ready the night before; then, five minutes before First Call, he'd bounce into the billet still full of joy juice. Singing and laughing, he would swing his pack on his back, fall out and breeze through the ordeal as though it were nothing more strenuous than a Viennese waltz at the French Club.

This irked the more serious-minded majority, but threats, cajoling or even direct orders by senior NCOs failed to dim Red's exuberance. He continued to float through the hikes on Cloud #9.

I wasn't in the barracks the Sunday night they say Wimpy and Tex came in with the two 20-pound pigs of lead. I was still out chucking some lovely under the chin at the Little Club. However, no one paid any attention to the two. It wasn't unusual for Marines to come off liberty in Shanghai with odd items. You could buy anything out there. I saw John White come back with a live python, Frank Forsythe once brought back an owl and Boswick Lynch came in one night loaded down with a six-foot coffin.

So Wimpy and Tex came in with the the two 20-pound pigs of lead. I don't say they put the lead in Red's pack, but it looked like one of their tricks. Anyway, someone did—an extra 40 pounds—a killing load added on to an already killing heavy marching order pack. I didn't see them put it in Red's pack but I was there the next morning when Red breezed in as usual.

He bounced in singing an old Scandinavian drinking song I vaguely remembered learning the first time I was introduced to that Swedish liquid fire called *Glug*. Red jumped into his khaki, laced up his leggings and flexed his muscles. Then he grabbed the pack by one shoulder strap and attempted to swing into it. He got the motion started all right but he never completed the movement. The pack, started on a circular motion, took over. It swung Red around three or four times as easily as a buxom blonde would whirl around a 120-pound partner in a schottische, and the two wound up unceremoniously in a corner.

Red shook his head, looked at the pack with respect, then got to his feet and walked to his bunk. He stuck his head in his locker; there was a gurgling sound for a moment and he walked back to the pack, wiping off his mouth with the back of his hand. This time he picked up the pack carefully, eased it around until he had both elbows through the pack straps and then he hunched forward to throw the pack in place.

I saw his knees sag as the pack went home and I thought he was going to go down again. But he grabbed the bulkhead for support and stayed on his feet. Just then First Call sounded and we had to fall out. That was a hike to remember.

From the time Chesty stood up in front of the battalion and hollered, "Column of squads, leading company right by squads," until he said, "Men, you did fine today, dismiss your companies!" all eyes were focused on Red.

He staggered, he swayed, his knees sagged and he'd straighten up again. Sometimes he'd lean forward and the weight of his pack would drive him at a half run. Then he'd straighten up and the weight would pull him back in stumbling half steps until he fought it off and moved forward again.

There were no rests for Red because in spite of his heroic efforts he lagged farther and farther behind and when the five-minute break came Red had to keep moving to catch up to his place in line. His uniform was dark with sweat by the time we swung back into Haiphong Loo and he stumbled along in the last echelon just ahead of the ambulance.

The corpsmen, of course, hovered around him waiting for the end, but Red just cussed them out and kept going.



"What the hell you trying to do," he'd growl, "frame me?"

By this time everyone in the battalion knew what Red was carrying and waited to see the explosion when we got back to the barracks. But Red gave us no satisfaction; he staggered into the barracks, put his pack in his locker and went in and took his shower. He limped around on his spavined legs the next week but Monday morning, five minutes before First Call, Red was in the barracks, his usual effervescent self. That was the day Wimpy carried the lead.

Wimpy didn't know his adversary had hung the horn on him until the 40 pounds dead-weight buckled his knees. It was neatly done. Wimpy had his roomboy make up his pack each week, and Red had gotten to the roomboy. Wang had packed the two lead pigs in Wimpy's pack and stood by to see the deal through. When First Call went, Wang picked up the pack and held it until Wimpy had it on. Then he dropped the load.

Wimpy struggled through the hike as even Red had done the week before, but something new had been added. Each time Wimpy staggered and fell behind the pack, Red would boom out in his stentorian voice:

"Hey Wimp," he'd roar, "get the lead out!"

In the weeks which followed, the two lead pigs found their way through the company. No one knew when they had been selected until the load was dropped and the pack-straps bit into their shoulders. Devious ways were found to smuggle the lead into another pack in spite of precautions. A man would be called down to the company office and get back just in time to have two of his buddies help him on with his pack. There would be a phone call at the last moment or, as on one occasion, two characters staged a fake fight, and after our First Sergeant, Bozo Duncan, finished restoring order he found himself carrying the load.

So as Spring went into Summer and Summer went into Fall you could mark the passage of "H" Company as it made its way through the Settlement on conditioning hikes. At intervals you'd hear the cry, "Hey . . . Get the lead out!"

Everyone knew who the victim was for the day and all watched to see if he could stand the gaff. Time was marked not by the day of the month, but by: "Let's see, that was two weeks after I carried the lead."

The load was starting its second round through the company that Fall when Bozo Duncan called me in the office one morning.

"The Skipper's getting a little worried," he said.

The Skipper was Ben McMakin, our company commander. He was a tall, rugged captain, slightly bald from bucking the line too many times without his helmet. He was a fine officer and had the respect and admiration of the entire company.

"What's with the Skipper worried?" I asked. "Did some Schroff try to collect his chits at the French Club?"

"Nope," Bozo replied as he fixed me with his good eye, "but the Skipper hasn't carried the lead yet. He thinks maybe the men don't like him—that they feel he couldn't carry the load."

I slapped my forehead.

"Him! I never gave it a thought . . . I don't think anyone would dare!"

"This thing has gotten a little out of the gag stage," Bozo said. "He realizes it's become a company tradition to carry the lead; he feels out of it. Let's see if we can't initiate him."

All that week end I tried to find out who had the lead but had no success. So Sunday night, rather than disappoint the Skipper, I stopped off at the "Thieves" Market and picked up a couple of pigs of lead. Then after I got into the barracks I slipped the Skipper's roomboy 10 Mex and told him what to do.

The next day the battalion set off at a brisk clip. Winter had come to Shanghai. After we were out about an hour, I checked the Skipper and noted with satisfaction that he was carrying his load well and seemed to be trudging along with the best of them.

But something was missing. Nobody was yelling, "Get the lead out."

I checked several times, but there wasn't anyone falling behind.

"Hmm," I thought, "the battalion is really in shape."

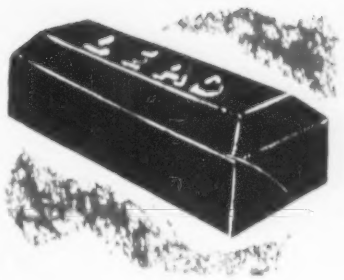
About that time we came to the Ordure Station and took our first break. That was the supreme test. If you could stand the smell there on a Monday morning you'd never ever be bothered with a weak stomach.

I was easing my pack against a telephone pole and having a smoke when Genebra Skolski eased up along side of me.

"The Skipper's carrying the load well," he said.

I agreed and about that time we started up again, and I didn't give the conversation any more thought until we started to cross a ditch. It was frozen over and everyone, even Tony Galinis, crossed over it without going through the ice.

Then "H" Company came along, and when the Skipper stepped out on it his foot went through it like tissue paper. He almost went down, struggled for a moment, but then went on, each time going through the ice. Suddenly what Skolski said hit home.



How did *he* know the Skipper was carrying the lead?

I turned over the machine gun cart drag to another man in the section and caught up with Skolski.

"How did you know the Skipper was carrying a load this morning?" I asked him.

"I put it in there myself," he said. "I got his roomboy involved in a mah-jongg game and loaded the Skipper's pack."

I swallowed hard.

"That means he's carrying 80 extra pounds!"

We sweated the Skipper out all the way back. Once in a while he sagged a little bit and for the last thousand yards he looked like a man walking up a 50 percent grade. But he made it all right. Then, just after Chesty gave the word to dismiss companies, the Skipper swung around to call the First Sergeant, and there was a ripping sound. The tired threads of his haversack finally gave way and four pigs of lead thudded to the parade ground. I don't think anyone heard Bozo when he gave the orders to dismiss. They stood there a moment in silence, and then a man shouted their acclaim. Their Skipper too had passed the test.

Only a few of the old Fourth are still around; Bozo, Dusty Miller, the Skipper and many more were killed in the war, but those who remain, will remember.

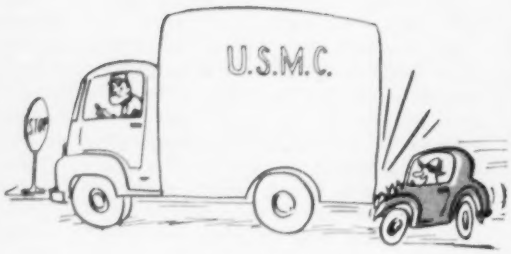
For the war started just after the Fourth got to the Philippines and it was up to the regiment to pull back from Olongapo and get to the line we were to hold on Bataan. It was a long, hard trek dragging our machine gun carts over the Marveles Mountains, but the men were in shape and had an added incentive to spur them on when they felt they couldn't take another step.

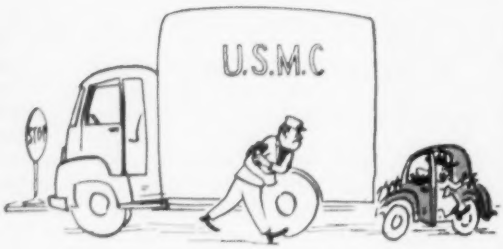
As the column wound along the dusty trail, if a crew lagged behind the column or a man fell out and looked like he had quit, the old Shanghai battle cry would come echoing back down the line.

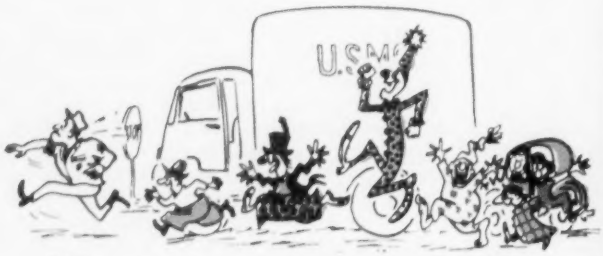
"Hey . . . Joe . . . get the lead out!"

END

Leatherneck Laffs







Leatherneck Magazine



"Before I start to follow you, mind telling me how far you have to go?"

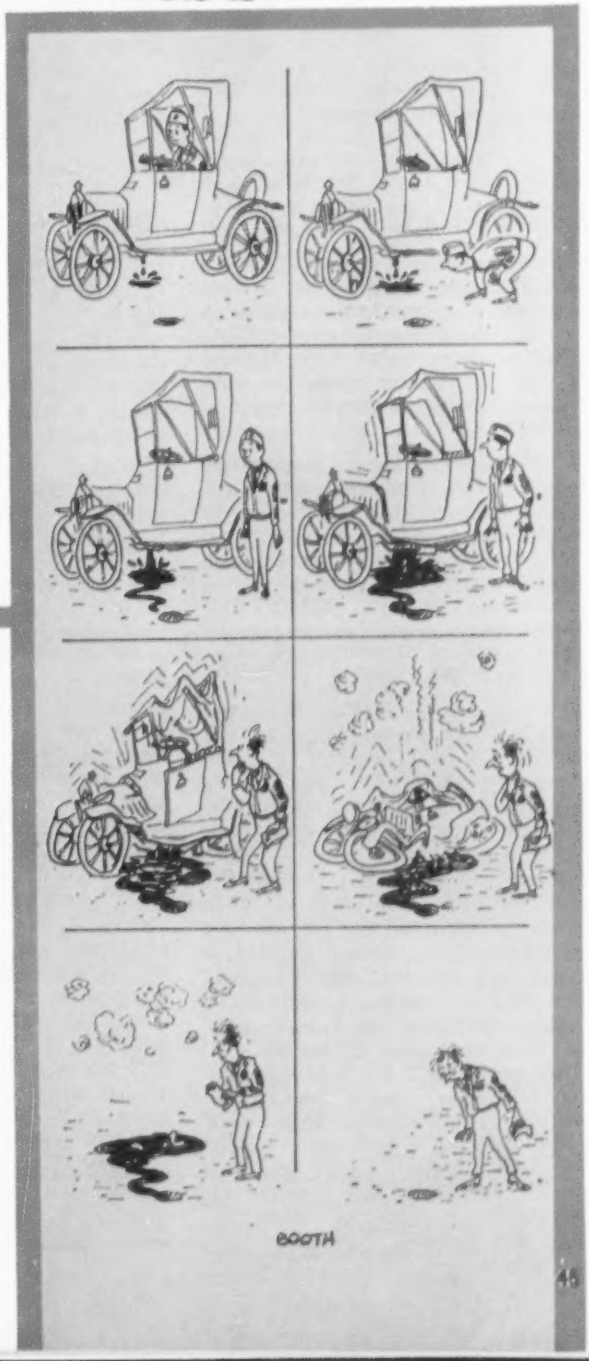


"Better salute it . . . just in case."



"Dirty rifle, two weeks restriction!"





Leatherneck Magazine



"Pop, can I use the car tonight? That's an order."

PART TWO Schools for EM

AVIATION SCHOOLS

COURSE: Airman School (Class P) NATTC, NAS, Jacksonville, Florida (Training in Aviation) *Length:* 8 weeks. *Requirements:* Aviation OF, Pvt., completed recruit and individual combat training, and quotas (or additional quotas) secured upon request to HQMC.

COURSE: Aerographer's Mate (Class A), NATTU, NAS, Lakehurst, N. J. (Training in MOS 6811) *Length:* 14 weeks. *Requirements:* OF 68, Corp. and below, 18 months obligated service, GCT 110, quotas (or additional quotas) secured upon request to HQMC. High School courses in math and physics desirable, min. of 12/20 vision in either eye correctible to 20/20.

COURSE: Air Controlman (Class A) NATTU, NAS, Olathe, Kansas (Training in MOS 6711) *Length:* 12 weeks. *Requirements:* OF 67, Corp. and below, 18 months obligated service, GCT 110, quotas (or additional quotas) secured upon request to HQMC, hearing 15/15. Normal color perception and clear speaking voice, min. of 20/50 vision in either eye correctible to 20/20.

COURSE: Avn Electrician's Mate (Class A), NATTC, NAS, Jacksonville, Florida (Training in MOS 6431) *Length:* 22 weeks. *Requirements:* OF 64, Corp. and below, 24 months obligated service, GCT 105, quotas (or additional quotas) secured upon request to HQMC, trade school or High School courses in physics, electricity or related experience desirable, normal color perception and hearing with clear diction. Electronics, electrical or mechanical experience desirable.

COURSE: Avn Electronics Technician (Class A) NATTC, NAS, Memphis, Tenn. (Training in MOS 6613) *Length:* 28 weeks. *Requirements:* OF 66, Corp. and below, 36 months obligated service, GCT 115, quotas (or additional quotas) secured upon request from HQMC, normal color perception and hearing, clear diction. Electronics, electrical or mechanical experience desirable.

COURSE: Avn Machinist's Mate (Class A) (Jet) NATTC, NAS, Memphis, Tenn. (Training in MOS 6412) *Length:* 7 weeks. *Requirements:* OF 64, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request from HQMC. Vision 20/30 correctible to 20/20. Mechanical training or experience desirable.

COURSE: Avn Machinist's Mate (Class A) (Reciprocating), NATTC, NAS, Memphis, Tenn. (Training in MOS 6413) *Length:* 9 weeks. *Requirements:* OF 64, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request from HQMC. Vision 20/30 correctible to 20/20. Mechanical training or experience desirable.

COURSE: Avn Ordnanceman (Class A), NATTC, NAS, Jacksonville, Fla. (Training in MOS 6511) *Length:* 14 weeks. *Requirements:* OF 65, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request from HQMC, vision 20/30 correctible to 20/20, normal color perception.

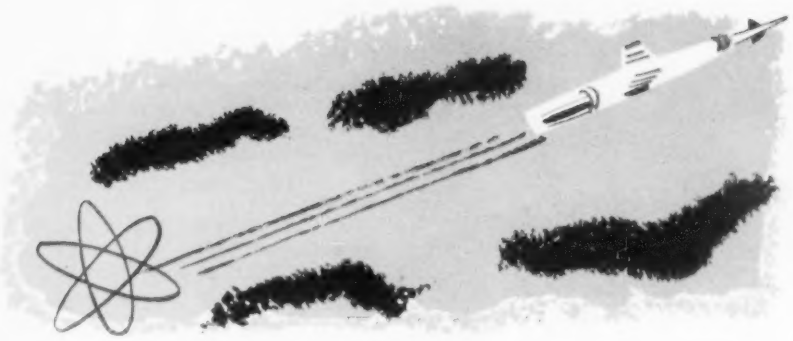
COURSE: Photographer's Mate (Class A), NATTU, NAS, Pensacola, Fla. (Training in MOS 4611) *Length:* 14 weeks. *Requirements:* OF 46, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured from HQMC upon request, normal color perception, High School courses in physics, chemistry or algebra desirable.

COURSE: Parachute Rigger (Class A), NATTU, NAS, Lakehurst, N. J. (Training in MOS 7113.) *Length:* 15 weeks. *Requirements:* OF 71, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request from HQMC, meet physical requirements for student parachute jumper set forth in manual of Medical Dept. (1950) and be willing to test work by jumping. Sewing machine experience desirable.

COURSE: Structural Mechanic (Class A), NATTC, NAS, Memphis, Tenn. (Training in MOS 6441) *Length:* 14 weeks. *Requirements:* OF 64, Corp. and below, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request from HQMC. Metalsmith or machine shop experience desirable.

COURSE: Tradevman (Class A) NAT TC, NAS, Memphis, Tenn. (Training in MOS 6931) *Length:* 20 weeks. *Requirements:* OF 69, Corp. and below, 24 months obligated service, GCT 110, quotas (or additional quotas) secured upon request from HQMC, clear voice, no speech defects, mechanical and teaching experience desirable. Mature.

COURSE: Aerographer's Mate (Class B), NATTU, NAS, Lakehurst, N. J. (Training in MOS 6811) *Length:* 20 weeks. *Requirements:* OF 68, SSgt. and above, 24 months obligated service, GCT 110, quotas (or additional quotas)



secured upon request from HQMC, graduate of corresponding "A" School or comparable qualification.

COURSE: Avn Electrician's Mate (Class B), NATTC, NAS, Jacksonville, Fla. (Training in MOS 6431) *Length:* 33 weeks. *Requirements:* OF 64, Sgt. and above, 24 months obligated service, quotas (or additional quotas) secured upon request from HQMC, graduate of corresponding "A" School or comparable qualification. Sgts. must have had 12 months in grade and be especially well qualified.

COURSE: Avn Electronic's Technician (Class B), NATTC, NAS, Memphis, Tenn. (Training in MOS 6613) *Length:* 40 weeks. *Requirements:* OF 66, Sgt. and above, 36 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification. Sgts. must have had 12 months in grade and be especially well qualified.

COURSE: Avn Machinist's Mate (Class B), NATTC, NAS, Memphis, Tenn. (Training in MOS 6413, 6412) *Length:* 24 weeks. *Requirements:* OF 64, SSgt. and above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification.

COURSE: Avn Ordnanceman (Class B), NATTC, NAS, Jacksonville, Fla. (Training in MOS 6511) *Length:* 25 weeks. *Requirements:* OF 65, Sgt. and above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification. Sgts. must have had 12 months in grade and be especially well qualified.

COURSE: Avn Structural Mechanic (Class B), NATTC, NAS, Memphis, Tenn. (Training in MOS 6441) *Length:* 24 weeks. *Requirements:* OF 64, Sgt. or above, 24 months, quotas (or additional quotas) secured upon request to HQMC, Sgts. must have had 12 months in grade and be especially well qualified.

COURSE: Photographer's Mate (Class B), NATTU, NAS, Pensacola, Florida (Training in MOS 4611) *Length:* 21 weeks. *Requirements:* OF 46, SSgt. or above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification, normal color perception required.

COURSE: Tradevman (Class B), NATTC, NAS, Memphis, Tenn. (Training in MOS 6933) *Length:* 36 weeks. *Requirements:* OF 69, SSgt. or above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification.

COURSE: Air Controlman (Class B), NATTU, NAS, Olathe, Kansas (Training in MOS 6711) *Length:* 16 weeks. *Requirements:* OF 67, SSgt. or above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification. Well qualified sergeants, graduates of the "A" school are eligible.

COURSE: Aerological Electronics Equipment Maintenance (Class C), NATTC, NAS, Memphis, Tenn. *Length:* 6 weeks. *Requirements:* OF 66, Staff NCO, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualifications. (Candidates must be directly concerned with subject equipment.) Well qualified Sgt.-Corp. are eligible.

COURSE: Aircraft Hydraulics (Class C), NATTC, NAS, Memphis, Tenn. *Length:* 8 weeks. *Requirements:* OF 64, SSgt. or above, 18 months obligated service, GCT 100, quotas (or additional quotas) secured upon request to HQMC. Primary MOS in OF 64.

COURSE: Arresting Gear (Class C), NATTC, NAS, Memphis, Tenn. *Length:* 4 weeks. *Requirements:* OF 64, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC.

COURSE: Camera Repair (Class C), NATTU, NAS, Pensacola, Florida. *Length:* 12 weeks. *Requirements:* OF 46, SSgt. or above, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification. Candidates must have at least 6 months experience in photographic work since graduation from "A" School.

COURSE: GCA Operator (Class C), NATTU, NAS, Olathe, Kansas. *Length:* 8 weeks. *Requirements:* OF 67, Corp. and above, GCT 100, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification.

COURSE: GCA Engineman (Class C), NATTU, NAS, Olathe, Kansas *Length:* 10 weeks. *Requirements:* Sgt. and below, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC. Graduates of Diesel School or well-qualified engine mechanics desired.

COURSE: GCA Technician (Class C), NATTU, NAS, Olathe, Kansas *Length:* 18 weeks. *Requirements:* OF 66, Sgt. or above, 24 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of corresponding "A" School or comparable qualification.

COURSE: Operational Flight Trainer (Class C), NATTC, NAS, Memphis, Tenn. *Length:* 16 weeks. *Requirements:* OF 69, Corp. and above, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC. Candidates must be graduates of Tradevman (Class A) School.

COURSE: Air Launch Guided Missile (General) Maintenance Course (C) *Length:* 23 weeks. *Requirements:* OF 66, any rank, 24 months obligated service on completion of course, GCT 110, volunteer required, Secret security clearance required, quotas (or additional quotas) secured upon request to HQMC, recommended by CO, strongly motivated, previous electrical/electronics or fire control maintenance such as: 2 yrs. High School or vocational school in electrical/electronics engr., or graduate of AT/A, AT/AL School, or graduate of Guided Missile School, Pt. Mugu, Calif., Dam Neck, Va., or Ft. Bliss, Texas.

COURSE: AACS (General) Maintenance Course (C) *Length:* 23 weeks. *Requirements:* OF 66, 24 months obligated service on completion of course, GCT 110, Confidential security clearance required, volunteer required, quotas (or additional quotas) secured upon request *(continued on page 79)*

We-the Marines

Edited by
TSgt. Paul C. Curtis

A Sea-going Marine...

The brown-eyed youngster wearing braces on both legs gazed intently at the airliner which hummed across the sky several thousand feet above. Suddenly he raised one of his crutches, pointed it at the plane and chattered:

"Rat-tat-tat-tat."

The boy grinned with satisfaction. "One less enemy plane to attack our ship," he told himself.

For a few moments, seven-year-old Richard Tobiasson, of Redding, California, had lived his dream of someday becoming a sea-going Marine.

Richard doesn't let his age, nor the fact an attack of polio has left him unable to walk without braces, dim his ambition. He is sure that one day he will be a Marine.

The Marines heard about the spirited youngster and Technical Sergeant Richard Vight, of the Marine Recruiting Station, San Francisco, paid him a visit. He and Richard had a long talk.

Sgt. Vight gave him two reproductions of the Iwo Jima flag raising, and told him the Marines have given him a subscription to *Leatherneck Magazine*. The sergeant also indicated that the Corps has more plans for Richard.

To the young Tobiasson, it was like a dream coming true years ahead of time. He eagerly told Sgt. Vight about his brother, Don, a Marine sergeant stationed at Camp Elliott. He told him that he would also become a Marine—when he got old enough.

As they talked, Richard's gaze returned again and again to Sgt. Vight's dress uniform with its sparkling buttons. Finally he asked, "How do you keep your buttons so shiny?"

The sergeant chuckled. "I polish them about half an hour every day."

"Gee," Richard said, "I hope that I can keep mine that shiny."

His parents, Mr. and Mrs. Neils Tobiasson, hope so too.

Frank J. Gladden



Richard Tobiasson, of Redding, California, talked over his prospects of becoming a Marine with TSgt. R. Vight, San Francisco recruiter

Studious Marine

Staff Sergeant Donald A. Erickson is a studious chap with a determination to learn as much as he can to further himself in his chosen career—the U. S. Marine Corps. He recently completed both the Officers Basic and Junior Extension Courses through the Marine Corps Extension School at Quantico and is now only four sub-courses away from completing the Officers Senior Extension Course.

Erickson, a Unit Supply Administration Clerk at the Marine Corps Equipment Board, started the extension courses three years ago when he returned to Quantico for duty. He estimates that he has spent 970 hours working on lessons and averages about

six hours each week in study. At one time he was working on three subcourses at the same time.

"At first, I was just kicking the course around and completing a lesson about every two weeks," Erickson reports. "But later on I started to get serious about it."

According to the Extension School records, SSgt. Erickson is the first enlisted Marine to complete the Officers Junior Extension Course. In more than 100 lessons, he has had to resubmit only one.

Informational Services Office
Marine Corps Schools
Quantico, Va.



Photo by Sgt. A. Minaeff

Lieut. Col. E. Law presented SSgt. Don Erickson with diplomas for completing the Officers Basic and Officers Junior Extension Courses

Once A Marine...

C. Kent Lambert, who never forgot the Marine Corps despite his discharge 53 years ago, learned that it works both ways.

Lambert, now 73, was a Marine from 1900 to 1903. He was discharged because of a hearing defect after serving in China during the Boxer Rebellion, but the Corps left a warm, lasting impression. He would talk about the Marines at the drop of a chin-strap.

Recently, Mr. Lambert and his wife celebrated their 50th wedding anniversary. Besides visits from their four children, there were congratulatory messages and flowers from friends and relatives as far away as Japan. President Eisenhower sent his congratulations. And there was a special letter from General Randolph McC. Pate, Commandant of the Marine Corps.

The greetings from the President and General Pate apparently resulted from the suggestion of a friend who knew of Lambert's love for the Marine Corps, Mrs. Lambert said. "He's always telling us those were the days of wooden ships and iron men," she added.

Major R. K. Adams, officer in charge of the Marine Recruiting Station in Baltimore, delivered the Commandant's letter and presented Mr. Lambert with a two-foot-high plaque bearing the Marine Corps emblem. It was enough to make an old Marine cry for happiness . . . and he did.

Procurement Aids Branch
5th Marine Corps Reserve and
Recruitment District
Washington, D. C.



Official U. S. Air Force Photo

C. Kent Lambert, Marine veteran of the Boxer Rebellion, received a memento of his service from Major R. Adams, Baltimore recruiter

Dog Gone

San Diego Recruit Depot Marines did their darndest to successfully avoid a "doggone" situation as they prepared their pedigree mascot for blue ribbon competition in the Silver Bay Kennel Dog Show at Balboa Park. With the same thorough planning that goes into a full-scale amphibious assault, the Depot Marines set up an "anti-lost dog" security plan.

Last year, "Skipper," a valuable Staffordshire terrier, was the cause of a city-wide search when he mysteriously disappeared prior to a scheduled appearance at a dog show. An all-out "doghunt" for the AKC-registered pet lasted more than a week, with local news media calling for help daily.

Depot officials, radio and TV stations, as well as the city's newspapers, followed up numerous telephone leads. Finally Skipper was returned to the base just as mysteriously as his disappearance. An unidentified woman, assured that no questions would be

TURN PAGE

asked, drove up to the Recruit Depot gate and returned the dog to a Marine sentry.

The return of Skipper, two days prior to his showing at the scheduled show, called for high priority action by the Marines to get their mascot into shape. Skipper appeared timid and had lost about five pounds while AWOL from the Depot.

A mix-up delayed Skipper's appearance at the dog competition last year and he did not arrive in time to compete. He was exhibited in the ring, however, and received rousing applause from the several hundred spectators, many of whom had come to the show especially to see the then famous Marine mascot.

Skipper is listed officially in the American Kennel registry as "X-Pert's Skipper." His original home was the X-Pert Kennel, New York. Skipper became a mascot for the Depot in March, 1955, as a gift from W. T. Ingram, of Pasadena, California.

Informational Services Office
Marine Corps Recruit Depot
San Diego, Calif.



Official USMC Photo

"Skipper," mascot of the Marine Corps Recruit Depot, San Diego, was trained and groomed by Corp. R. Bohn for the Silver Bay Dog Show

Bubble Gum Marines

To the desk of the Commandant recently came a letter addressed simply, "Genrl of Marines, USA." It was obviously penciled by a youthful member of the bubble gum set. Its purpose: an offer of help for General Randolph McC. Pate, from a small-fry group of little "Marines" in Columbus, Ohio, who wanted him to accept control of their unit.

"Dear Genrl," the letter began, in the familiar downhill scrawl of a youngster. "Im a Cernol of Marines. Of course, not the Big Ones — the Little Ones. We wish you could be are Genrl. We wish you would answer us."

The letter, apparently on Mom's new



Official U. S. Navy Photo

A composite company, consisting of Marine riflemen and color guard from the Second Marine Division, marched in the colorful Rex Parade to help the city of New Orleans wind up its Mardi Gras festivities

pastel-colored stationery, was signed "Jay Templin, Cernol of the Little Marines."

The man who wears the four stars of Commandant studied the communication, then ordered the following reply dispatched forthwith:

"Dear 'Colonel' Jay:

"I am glad to have your letter and to know of your organization of 'Little Marines.' Keep up the grand work. I hope that one day you will be 'Big Marines'...

"I thought you might like to have the enclosed picture for your barracks or ready room."

Sincerely,
/s/ R. McC. Pate
General, U. S. Marine Corps
Commandant of the Marine Corps

Across the photo, General Pate then penned: "To 'Colonel' Jay Templin and his 'Little Marines.' May they all be Big Marines some day—R. McC. Pate, General, *Big Marines*."

MSgt. Paul Sarokin

Junket to Vieques

Camp Vieques, headquarters for the recent training exercises held in the Carribbean area, jumped with added activity when Martha Raye brought a top-notch troupe of performers to the temporary training site to entertain the troops.

The versatile television and movie star and her talented group made a four-day trip to Puerto Rico to put on three shows for the Marines. It was one of the few times since the end of World War II that a name attraction has been willing to sacrifice time and convenience to put on a show for servicemen under field conditions.

An improvised stage was set up in one of the huge hangars at Roosevelt Roads for the first performance of "Carib Capers." More than 1200 men of the Roosevelt Roads Naval Air Station and Marine Air Group 24 watched the opener.

Following the one night stand at "Rosie" Roads, the Broadwayites flew to the tiny island of Vieques to entertain the gravel crunchers participating in LANTRAEX 1-56. Afternoon and evening performances were staged at the "Rocksey" Theater, Camp Vieques' open-air showplace, with a total of 4700 Marines attending.

Besides the vivacious Martha, the troupe included the Kirby Stone Quartet from the regular Martha Raye TV Show; Clara Cedrone and Damian Mitchell, a comedy team; Paula Stewart, a singer; and eight models from the Hartford Model Agency. Danton Walker, a Broadway columnist and theater reporter, served as master of ceremonies. **END**

FEBRUARY CRAZY CAPTION WINNER



SUBMITTED BY
SSGT. RAYMOND S. GARDINER
REGT. H&S CO., 8th MARINES
2D MARINE DIVISION, FMF
CAMP LEJEUNE, N. C.

"Just looking, thank you!"

Here's another chance for readers to dream up their own Crazy Captions. *Leatherneck* will pay $25 for the craziest caption received before July 1. It's easy. Think up a crazy caption for the cartoon below, print it on the line under the cartoon and fill in your name and complete address. Tear out the cartoon and coupon and mail to *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D.C.

The winning caption will be published in the August issue.



.....

NAME .....

ADDRESS IN FULL .....

.....

565

If I Were Commandant

Checks for $25.00 have been mailed to the writers of the letters which appear on these pages. Leatherneck *will continue to print—and pay for—ideas expressed by readers who have sincere constructive suggestions for a better Corps. If you were Commandant, what would you do? Your answer may bring you a check. Write your suggestions in the form of a double-spaced typewritten letter of not more than 200 words, and mail to* Leatherneck, *P. O. Box 1918, Washington 13, D. C.*



Dear Sir:

If I were Commandant of the Marine Corps, I would change the current NCO fitness report to include markings pertaining to a man's functional field specialty.

This would, in these times of fewer promotions to the top enlisted grades (and promotion competition lies primarily within FFs), make the competition a bit keener. This would allow the Marine who not only excels in "general" characteristics, but also in his functional field, to further his career.

The current fitness report generally tells of the Marine's regular duties, and all the items to be marked can be applied to any functional field. But, within each functional field, there are many traits peculiar to just that field.

This, in effect, would mean two sets of markings and work similar to the promotion testing system; one on general military value and the other on his value within his specialty.

This report in no way would take from the value of the current FR, but would have the added value of determining the Marine's value to the Marine Corps in a specific FF.

This report would also make marking easier for reporting seniors, particularly where they know little about a certain FF, and in cases where a man is not performing primary duties in his FF.

This system too, could allow Detail Section at HQMC more information to base assignment of personnel to certain specialized billets. Since most FFs encompass varied and assorted duties which take years of service and experience to fulfill, a record in detail would be available.

Also, in cases where men were not performing their basic primary or secondary MOS duties, a special note of his primary duties above this section of the proposed FR would create a detailed record of his duties.

Since all functional fields are designed on the "cone system" to allow a Marine to reach the top grade and thereby be able to fulfill his duties as set forth in the MOS Manual, it could be seen at a glance who the more qualified man is for promotion to the coveted rank of master sergeant.

MSgt. Louis A. Capozzoli
364630

Dear Sir:

If I were Commandant, I would cause the Marine division bands to be formally reorganized into a combination of three 20-piece bands, one 29-piece band, and one 25-piece drum and bugle corps.

The three 20-piece bands would be components of the Division Band but would be trained to provide independent well-rounded field bands which could be allocated to the infantry regiments on a temporary or continuing basis as the situation dictated. The 29-piece band and the drum and bugle corps would normally remain with the Division Headquarters and share commitments for the artillery regiments and separate battalions. Any or all of the components could be combined when ceremonies at division level or public appearances warranted.

The advantages of flexibility, and the esprit amongst the infantry regiments which might be engendered are considered to justify the slight increase of personnel involved. The proposed organization would provide for bands with the infantry where the "fighting heart" of the Corps is, and where martial airs will be most effective and appropriate.

In addition to these advantages, experience in World War II and Korea has shown that a small field band is not only adequate at regimental level but in many cases, because of the limited parade ground space available, more desirable than a large band. Further, the composition proposed would be more readily adjustable to situations of wide dispersal such as the Third Marine Division has recently found itself, and such as might be expected from modern concepts of employment of Marine divisions.

1st Lieut. Henry L. Genco
058826

Dear Sir:

If I were Commandant, I would authorize the payment of a special uniform allowance to those master sergeants appointed to the ranks of sergeant major or first sergeant. The allowance would be used solely for the purchase of the recently authorized officer-type uniforms which staff noncoms may wear.

Officer-type uniforms would certainly bring more prestige to those master sergeants who, by such appointment, certainly are deserving of the highest respect of their fellow Marines. The special uniform allowance also would provide added inducement for all qualified men to apply for such appointments.

Many sergeants major and first sergeants naturally will be favored by the annual warrant officer and LDO selection boards. The possession of officer-type uniforms would also partially relieve those selected of the initial uniform costs they must face upon appointment to warrant or LDO rank.

MSgt. Emil M. Shutak
574480

Dear Sir:

If I were Commandant, I would make some changes in the training of enlisted office personnel and other enlisted men who have duties which require that most of their time be spent in a specific job other than formal training.

I would eliminate the one day or one-half day per week of school that these men now are supposed to attend. I would substitute a full two or three weeks of school and training per year, to be concluded with a final examination.

This school and training period would encompass all military subjects and training now given in a piecemeal fashion. For the better part of a year these men would work at their jobs without interruption.

When the school and training phase comes about, one or two men from each office would join others and form a class. This program would have a permanent staff of specialists to train and school the men. After the individual completes his training phase he would then report to the rifle range for the normal two weeks of firing.

At the completion of this four- or five-week period, these men would rejoin their outfits, ready for their normal duties.

1st Lieut. D. E. Warren
065250

Dear Sir:

If I were Commandant, I would revise the General Orders for Sentries. These orders are confusing and lack clarity. I would eliminate the Fourth. This order went out with the Gatlin Gun. Where in the Corps is it used? Where does the Sergeant of the Guard repose at the "guardhouse?"

I have questioned hundreds of Marines about the meaning of the Fifth General Order and find them confused. Since the purpose of the orders is to provide general instructions, I would make it "To quit my post only when relieved by the Commanding Officer or an Officer or Noncommissioned Officer of the Guard."

The Sixth is really a tongue twister. The key word is "only" and the meaning is usually missed. Why not make it "To obey the orders of the Commanding Officer or an Officer or Noncommissioned Officer of the Guard and *no others*"?

The Tenth is ridiculous at the outset. All Marines are strictly required to salute all officers and Colors and Standards not cased! Why harass the poor sentry with this useless verbiage?

I would also give serious consideration to rewording the Eleventh General Order. It is an accepted fact that a Marine should be watchful at night. Why not outline the proper method for challenging instead? "To challenge from a position where I can see without being seen and to allow only properly identified and authorized persons to pass."

MSgt. Leo H. Gustafson
260695

Dear Sir:

If I were Commandant, I would take action to make our Memorial in Arlington stand out at night. Even though it is perched on high ground and occupies a favored position in line with the Lincoln Memorial, the Washington Monument and the Capitol Building, Mr. De Weldon's great work is lost in the evening shadows.

The action represented was one of the most publicized during the "Big War" and was inspiring, not only to men in the service, but to the citizens at home, from one coast to the other.

I would mount strong floodlights flush with the deck, at choice spots around the Memorial, canted, of course, for proper angle and heavily-lensed.

Finally, I would cause sufficient road guides—large, boastful signs—to be posted for all to see, and it would never happen again that proud Marines driving through D. C. who detour from 14th Street to see our Memorial have to grope around in the dark.

Or has this been taken care of since it happened to me several weeks ago?

SSgt. Bernard F. Harkanson
600610

END

In Reserve

Edited by TSgt. Allen G. Mainard



Photo by TSgt. R. F. Hallahan, Jr.

Georgia Marine Reservists of the Sixth Marine Corps Reserve and Recruitment District marched down Atlanta's famous Peachtree Street during the community's celebration of St. Patrick's Day

Never Ending

Because the Marine Corps Reserve Toys for Tots drive never ends in Cumberland, Md., both under-privileged children and unemployed workers are benefited.

At the Cumberland Toy Center—operated by the Associated Charities of Cumberland with assistance from the 6th Special Infantry Company, USMCR—volunteer and unemployed persons are continually engaged in the collection and repair of toys.

The workers receive groceries and surplus food for their labor. Many have been rehabilitated and placed in new jobs as the result of skills learned at the center.

One, who showed ability in putting finishing touches on toys, is now employed by a large sign painting company. He had no previous painting experience before coming to the center.

Particularly happy with the situation is the director of the Associated Charities. Instead of asking for handouts, as once was the custom, she reports unemployed workers now want jobs at the toy center to earn their food.

TSgt. A. W. Weeks
5thMCRRD, Washington, D. C.

Duty Wives

Members of the 76th Special Infantry Company, Steubenville, Ohio, no longer leave their wives at home when they attend drill. The ladies, tired of being "Drill Night Widows," formed "The Marine Wives' Club," presided over by Mrs. Henry Finkowski. The club publishes a regular roster and the ladies with the "duty" are on hand with coffee and cakes after each drill session. In addition, the ladies have formed a Hospitality Committee which calls on the wives or parents of new members of the company to explain

Top Reserve Shooter

Technical Sergeant Robert B. Wagner, USMCR, winner of *Leatherneck*'s Annual Rifle Competition in the Enlisted Organized Reserve, Division F, corrects New York City Mayor Robert F. Wagner's offhand position in picture at right. The mayor, on behalf of *Leatherneck* Magazine, presented his namesake, TSgt. Wagner, with the prizes which included a Winchester 30-06, M70 Rifle with carved sling, (held by Mayor Wagner) a telescopic sight, $100.00, and a Gold Medal and Certificate.

As a member of the 4th Special Infantry Company, New York, N.Y., TSgt. Wagner posted a 246 over the "B" course to win "hands down" in his class. He was also 1954 and 1955 District and National Champion in the Marine Corps Reserve Gallery Matches.



Photo by SSgt. Woodrow W. Neel

the importance of the Marine Corps Reserve from a family viewpoint.

At present the club numbers some 40 members—nearly half as many as the Reservists carried on the rolls of the company. Outside of their Reserve activities, they give parties for aged persons and underprivileged children. Funds are raised from bake sales and dances.

Mrs. Edgar F. Musgrove
Marine Wives' Club
Steubenville, Ohio

Top Newspapers

The Marine Corps Reserve's best unit newspapers are the *South Florida Long Tom*, mimeograph publication of the 2nd 155-mm. Gun Battalion, Miami, and *The Powder Bag*, offset publication of the 4th 155-mm. Howitzer Battery, Raleigh, N.C.

The two southern publications were selected to receive the John Barberio Trophy, symbol of superiority in mimeograph publications, and the Solomon I. Blechman Trophy, offset cup, by a panel of newsmen who are members of VTU (S) 5-1 (PI).

In the Barberio Trophy competition, the judges gave second place to *Fuze News*, 1st 155-mm. Gun Battalion, Denver, Colo., and third place to *Sound Off*, 40th Special Infantry Company, Lubbock, Texas.

Second place in the Blechman Trophy competition was awarded *The Maintainer*, 3rd Ordnance Field Maintenance Company, Lawrence, Mass., while third place was taken by *Your Dope Sheet*, 3rd Infantry Battalion, St. Louis, Mo.

Mimeograph publications singled out for honorable mention, in alphabetical order are:

The Alligator—1st Amphibian Tractor Battalion, Tampa, Fla.

The Beachhead—26th Special Infantry Company, Greensboro, N.C.

The Cargo Carrier—3rd Cargo Company, Charlotte, N.C.

The HamMar—71st Special Infantry Company, Hamilton, Ohio.

The Pass Word—54th Special Infantry Company, New Castle, N.H.

The Rocketeer—1st 4.5" Rocket Battalion, Dallas, Texas.

The Voucher—2nd Depot Supply Battalion, Philadelphia, Pa.

All those who received honorable mention in this year's competition and the three top winners will receive framed "Top Ten" certificates signed by Brigadier General Thomas G. Ennis, Director, Marine Corps Reserve, and Colonel Winslow H. Randolph, Jr., senior member of the board of judges.

In the offset competition, the judges awarded honorable mention to *The Bostonian*, 2nd Infantry Battalion, Bos-

TURN PAGE



Photo by Mr. Donald P. Wojcik

The "Duty Wives" of the 76th Special Infantry Company, Steubenville, Ohio, serve refreshments to Marine Reservists after their meetings

ton, Mass., and *Station Log*, 3rd Signal Company, Rochester, N.Y.

The South Florida Long Tom began publication in 1953 and since then it has always been listed in the "Top Ten" unit publications of the Marine Corps Reserve. The paper started out as a three-column, four-page publication with a circulation of 400 copies. In 1954, it was changed to a two-column paper and ran from eight to ten pages a month. As the battalion grew, so did the paper. Last year it reached a circulation of 725 copies.

Lieutenant Colonel Frank M. Thomas, who commands the Miami artillery battalion, comments, "The 'Long Tom' is a monthly publication whose editorial policy is to keep Marines of the battalion informed of events which directly concern them. Although there have been many changes in the staff, one policy has remained intact throughout the history of 'Long Tom.' That is, to keep it a *unit* newspaper with the majority of the paper devoted to material of local interest and printing only a minimum of news that the reader could obtain from other media."

The present editor of the publication is Lieutenant Marshall C. Chase. He is currently attending the Field Artillery Officers' Course at Fort Sill, Okla., and Sergeant Dorothy J. Gates has taken over the duties of editor. Copy is submitted by various members of the battalion, with no one designated as a staff writer. Staff Sergeant Donald H. Redit has charge of printing and Lieutenant Inger Rober is the official advisor.

The winning of the Barberio Trophy gave the 2nd 155-mm. Gun Battalion a grand slam in the national trophy competitions operated by the Marine Corps Reserve. The battalion had previously been announced as the winner of the annual attendance award and the Summer camp attendance award.

It was the second year in succession that *The Powder Bag*, under the editorship of Master Sergeant Andrew G. Scarborough, Jr., has been picked to receive the Solomon L. Blechman Trophy. Slightly more than two years old, *The Powder Bag* has dominated the field of Marine Corps Reserve offset publications since its first issue in early 1954. The publication also places heavy emphasis on local unit news and features quality photographs by Staff Sergeant Douglas Morgan.

Sergeants Scarborough and Morgan, both heavily committed in civilian occupations, manage to find time to compile, edit, develop and print the photos and material that go into the publication during the first two weeks of each month. The publication is in increasing demand in the Raleigh area. When it started, circulation was 40 copies. By the end of the first year of publication it stood at 150. *The Powder Bag* circulation now is 200 copies.

Editors and staff members of the second and third place winners in the trophy competition are:

The Maintainer (Offset)
Editor—Sgt. David A. Lyons
Advisory Officer—Capt. James B. Harris

Your Dope Sheet (Offset)
Editor—SSgt. William Piel
Assistant—Sgt. Elmer Dapron

Fuze News
Editor—MSgt. Burr W. Robbins

Sound Off
Editor—Sgt. Daniel E. Roark
Advisor—Major Marie A. Miles

The trophies which will be presented to the winning units are named in honor of Marine Corps combat correspondents killed in action during World War II.

MSgt. R. W. Tallent

Marine Corps Reserve Officers Association

The Marine Corps Reserve Officers Association will hold a military conference and annual convention in Washington, D. C., on May 25-26, 1956. The plans and programs of the Marine Corps, especially those relating to the Reserve program, will be the major topic.

A Sunset Parade and Memorial Service will be held at the Marine Corps War Memorial. There will also be a gathering in honor of the Commandant and Mrs. Pate.

More complete details may be obtained by writing:

Col. Arthur B. Hanson
Marine Corps Reserve Officers Association
729 - 15th Street N.W.
Washington 5, D. C.

Something New

Dedication of the 98th Special Infantry Company's new training center at Clarksburg, W. Va., was high-lighted by the promotion of Staff Sergeant Hershel W. Williams to warrant officer. Williams is West Virginia's only living Marine recipient of the Medal of Honor.

Colonel John R. Lanigan, 5th-MCRRD Director, administered the oath before 3000 guests who attended the open house and ceremonies.

Williams, a member of the unit since its activation in 1954, knocked out seven pillboxes as a flamethrower operator on Iwo Jima. He will become the company's adjutant.

The "open house" gave Clarksburg residents an opportunity to see the new armory for the first time.

MSgt. J. J. Thompson, Jr.
5thMCRRD, Washington, D. C.

THE OLD RESERVE CORPS

General A. A. Vandegrift, Commandant of the Marine Corps, is calling upon former Marines "to wrest a beachhead from the forces of indifference" by volunteering for part-time training with the Marine Corps Reserve.

"The formation of the Organized Marine Corps Reserve marks another key installation in the defenses that the nation must erect to insure the peace won with the lives of our comrades in arms," General Vandegrift said.

Marine Corps Reserve Bulletin, July, 1946

* * *

"Men about to be honorably discharged (must) be impressed with the fact that while conditions in civil life may at present appear excellent and alluring, such conditions may be only temporary, whereas the benefits accruing to men in the service are permanent . . .

"When men announce their decision to accept employment in civil life, they (must) be afforded full information regarding enrollment in the Marine Corps Reserve and endeavor be made to convince them that it is to their advantage to become members of the Reserve.

"Recruiting literature and circulars relating to enrollments in the Marine Corps Reserve (must) be furnished each man granted an extended furlough, or discharged, for distribution to friends and acquaintances in his home town."

Marine Corps Order, December, 1916

END

Permanent Pass



If the driver had only stopped to look and listen; if the train had been a minute behind its schedule; or if it hadn't been snowing, the Marine occupants of this demolished automobile might be alive today

by MSgt. Paul Sarokin

Leatherneck Staff Writer

IF AMERICANS continue to kill themselves on the highways at their present alarming rate of one death every 15 minutes, a statistical-minded Marine may well prefer the safer odds of combat rather than risk today's hazard of driving. Of the 424,000 Marines who fought in Korea from June 25, 1950, to July 27, 1953, 4267 were killed as a direct result of enemy action. During the years Marines were away in the Land of the Morning Calm, a staggering toll of *144,760* persons were battered to death in motor vehicle accidents on Stateside highways.

The appalling total of traffic fatalities, according to the records of the National Safety Council, has already exceeded the number killed in *all* U.S. wars, including the Revolution. The first war fatality occurred at Lexington

TURN PAGE

in 1775. The new-fangled auto claimed its first victim at New York in 1900. In 1951, during the Korean War, deaths from each cause had reached one million. Today, 1,149,414 persons have met violent death by motor vehicles. By comparison, the eight wars spanning our entire history from 1775 to 1955, have taken 1,130,393 lives.

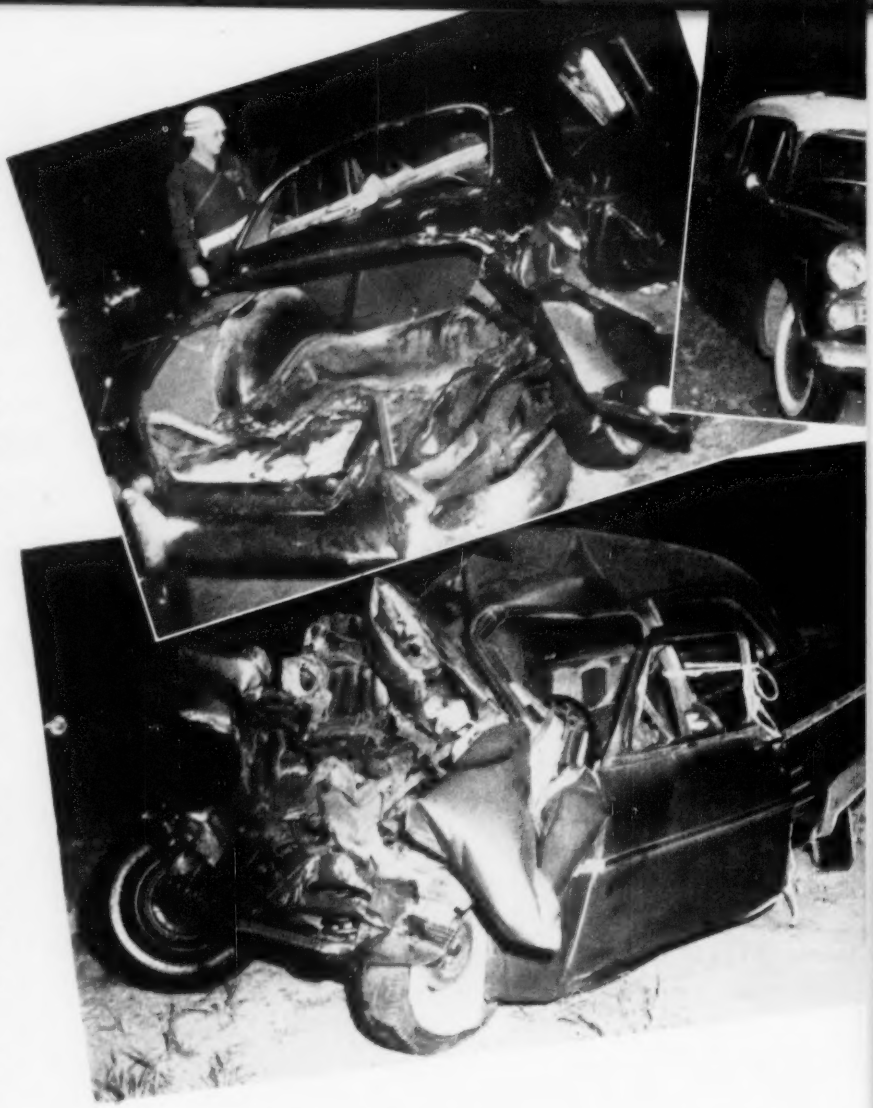
In relation to wartime wounded, those injured by autos have fared even worse. *All* our wars have now cost a total of 1,276,520 wounded. In 1955, alone, *1,350,000* persons were injured in motor vehicle accidents. The total number of persons injured by cars since 1900, has shot up until it is now a staggering 39 million. And auto injuries are continuing at the rate of one every 25 seconds.

The full jarring impact of this loss in human suffering and in dollars, is almost inestimable. A leading safety magazine, however, puts the 1955 bill alone, from auto injuries and fatalities, at approximately $4.7 billion.

This fantastic destruction of lives and property has also become a matter of increasing concern to the Marine Corps. In 1954, *122* Marines were killed on our highways. In 1955, *167* Marines lost their lives in auto accidents while on leave or liberty. This loss is equivalent to wiping out the Marine detachments at Brooklyn, N. Y., Dover, N. J. and Dahlgren, Va. And so far this year, accident figures have failed to show any marked decrease.

In 1954, for example, the Bureau of Medicine and Surgery reported that a total of 7555 persons were hospitalized as a result of motor vehicle accidents. Out of this number, *507* naval personnel died. A total of 331,800 sick days were lost, and one out of every 15 persons admitted to the hospital as a result of motor vehicle accidents, died. These accidents, primarily due to carelessness, have caused more than twice the loss of life in the naval service than all other disease conditions combined.

BuMed has also revealed that in 1952, Camp Pendleton, Calif., Camp Lejeune and Cherry Point, N. C., with only 5% of the total naval population of continental shore stations, accounted for more than 21% of admissions to naval hospitals due to auto accidents. Figures have also been released to show that one-half of all the motor vehicle accidents which caused Marines or sailors to be hospitalized, occurred on weekends or holidays. Worst day of the entire year for fatalities, turned out to be New Year's Day. Saturday was the most hazardous day for travel, with Sunday listed second. Your best chance of survival on the highway occurs if you travel on Wednesday, which has recorded the fewest number of fatalities.



The Marine Corps hopes its world-wide drive

As a group, Marines and sailors in the 20-24 age bracket turned out to be the most vulnerable to *accidents*. The 25-29 year group had the greatest *death* rate. Approximately 75% of all auto accidents and fatalities among naval personnel involved those less than 25 years of age. That is one reason why insurance agents often change the subject when teen-agers ask about buying auto insurance.

The disturbing factor in all these statistics is that little evidence of decrease has been shown. In 1954, for example, BuMed announced that the admission rate for Marines was *43%* higher than for the Navy. The Corps' death rate on the highway was *54%* greater than the Navy's. Some of this, of course, is due to the nature of a sailor's duty which requires him to spend time at sea, safe from the danger of major highways.

In an effort to reduce the abnormal amount of auto accidents within the Navy and Corps, the Secretary of the Navy has launched a world-wide motor vehicle accident prevention program. The Commandant of the Marine Corps and the Chief of Naval Personnel have established a joint committee to provide coordination and uniformity of the Department of the Navy's Traffic Safety Program.

The Marine Corps has fired a broadside in the battle for safety with the issue of General Order 152. This directive orders the establishment of a Safe Driving Council, comprised of the CO, or his immediate subordinate, a safety specialist, the provost marshal, and





aining program will prevent needless accidents

motor transport officer, for each activity with 500 or more Marines, and directs the designation of a Vehicle Accident Prevention Officer.

As a result of this order, each Marine is now required to attend four hours of instruction annually on safety. The training will include, Psychology of the Pedestrian, Accident Causes and Facts, Driver Responsibilities, Local and State Motor Vehicle Regulations, Reaction and Braking Time, etc.

The overall aim of the program is to stimulate an awareness in safety, and find out *why* so many accidents occur and *how* this number may be reduced. Among the weapons to be employed will be an intensified personal education on safety, movies, posters, displays of accident photos, safety lectures by experts in the safety engineering field, and a more severe crackdown on habitual traffic violators.

One of the biggest weapons in the hands of the COs, who will carry out this program, will be their power to regulate traffic aboard their stations. You can look for more severe enforcement of all traffic rules. Bases will also bear down on accident prone Marines and sailors with poor records on the roads. Those convicted by civil or military courts for manslaughter or negligent homicide, drunken driving, felonies involving autos, hit-and-run, narcotics, and even habitual traffic violators, will be watched like a hawk watches a chicken. For these people, revocation of base permits may hang in the balance. In addition, some commands have already swung into action with traffic patrols which augment city and state police.

At Quantico, Va., for example, a model traffic patrol under Provost Marshal Major Donald D. Pomerlau, has helped reduce the number of fatal accidents between Woodbridge and Fredericksburg, Va. The program was carefully launched after nine Marines were killed and 88 injured on U. S. Highway #1. An eight-man crew of MPs now patrols the dangerous strip in sedans equipped with radios, red flasher lights and sirens. Since October 15, 1955, when this patrol began, *no* Marine has been killed on the patrolled strip. In the same 10-week period one year ago, nine Marines died in crashes.

Although Quantico's MP patrol has no authority over civilians, the mere presence of police cars usually brings speeding civilians within the legal limit. Quantico's roving patrol however, can halt cars bearing Marine Corps tags or stickers, whether the driver is in uniform or civilian clothes. Traffic violators usually get a ticket mailed to their provost marshal with a full report of their violation.

General Randolph McC. Pate, Commandant of the Marine Corps and long an opponent of bad driving, has requested all commanding officers to submit reports of programs, methods of training, or descriptions of any media found to be effective in promoting interest or in reducing accidents.

Certain conditions or behavior patterns, experts have determined, render some individuals more accident prone than others. Minor annoyances, for example, coupled with the urgent need for speed to reach a certain destination as quickly as possible, set the stage for tragedy. At those times, unnecessary and foolish risks are often taken. Fatigue, after many hours behind the wheel, is also a deadly factor, since normal reaction time is then slowed.

So far, no safety program either in the military service or among civilians, has been a roaring success. Eight sensible traffic rules, however, may help *YOU* survive the highway battle:

1. Get adequate rest before driving.
2. Travel during daylight, if possible.
3. Stop frequently for coffee breaks and rest.
4. Operate a safe vehicle. (Check tires, brakes, lights and clean glass).
5. Comply with all traffic laws.
6. Obtain a long range weather forecast.
7. Allow yourself sufficient time for the return trip.
8. Keep your eye on the "other" driver.

If you observe these rules, you will better your odds of one day collecting your retired pay. **END**



There's no need to race your

Stateside motor against a foreign current

YOUR APPLIANCES ABROAD

by William G. Hills

Managing Director, The Electric Institute of Washington

MARINES PLANNING TO buy electrical appliances for use abroad, should determine in advance of making the purchase, the exact characteristics of the electric current in the country in which the appliances are to be used. Otherwise, they may discover that electrical appliances available over here will not operate properly on the power supply abroad.

An increasing number of U. S.-made, electrical appliances are being purchased in the District of Columbia for use abroad. The purchasers are American and foreign diplomatic and military personnel, industrial representatives and tourists.

In many cases, the purchaser, attracted by discount prices, buys without investigation. He later discovers that the electric equipment he has bought in the States will not operate on the electric current available at the foreign destination.

Anyone planning to use an American-made appliance abroad should get the basic facts about the electric currents in the country where the appliance is to be used. He should know the voltage, and determine whether there is any restriction as to power consumption. Also, he should ascertain the availability of hot water and the water pressure.

Here in the United States we have 118/236-volt, 60-cycle, 3-wire, single phase, without a power restriction on the 236-volt line. In most other countries, the power supply differs in some, if not all, of these characteristics; and many countries have power restrictions and oftentimes a fluctuating current. Because of the differences in power supply, some American concerns produce appliances especially engineered and manufactured for operation overseas. Such appliances are available here through certain specialized outlets.

A common misconception is that a transformer is the cure-all for any electrical problem. But a transformer will do nothing more than step up or step down the voltage, and has no effect whatsoever on the difference in cycle frequency. Furthermore, a transformer's use should be limited, for economy reasons, to equipment of comparatively low wattage consumption.

The difference between the domestic 60-cycle and the 50-cycle current in common use abroad presents a problem which could be most critical, and therefore cannot be ignored. When 60-cycle machines are operated on 50-cycle, all appliances with timing mechanisms, or operated by motors, will run slower and longer for any given setting; and on some machines, there is a strong likelihood of burning out the motor, solonoids and timing devices.

The following information is offered to those going abroad to help them

determine what appliances already in their possession can be adapted for overseas use, or which ones, specifically manufactured to meet their needs, can be purchased here:

Refrigerators and Food Freezers. The better refrigerators and food freezers manufactured in the United States are built for 110 volts and will operate on either 50 or 60 cycles. Small transformers of 350 to 500 watts are sufficient to compensate for use on foreign voltages from 100 to 260 volts.

Electric Ranges and Hot Water Heaters. An electric range is not suitable for use overseas unless power of about 220 volts is available, and unless no limitation exists as to power consumption. It is highly advisable to have a range wired to suit the foreign power specifications here in the States by the manufacturer or by a dealer who has the manufacturer's drawings and wiring diagrams, rather than to attempt such an adjustment in the foreign field.

Automatic Washers and Dishwashers. It is imperative that a specially built 50-cycle machine be purchased for use in 50-cycle territory. Use of our domestic 60-cycle machine on a 50-cycle might result in burning out the motor as well as improper operation of timing mechanisms. If either of the appliances is to be purchased for both here in the States and later in a 50-cycle area, then it is recommended that a 50-cycle machine be purchased at the outset. When the 50-cycle machine is operated at 60-cycles, there is no chance of burning out the motor; however, under heavy load conditions some extension of the washing cycle may be desirable since the frequency difference will cause a shorter cycle than the setting on the timer.

Automatic Dryers. Again the problem of power consumption should be considered, as most dryers use approximately 4800 watts. The majority of dryers can be adapted for operation on either 118 or 236 volts by a simple connection within the machine, and the motor is adequate for operation on either 50 or 60 cycles.

Food Waste Disposers. These appliances are built for 120 volts, and the motors will operate on either 50 or 60 cycles. Where the power supply is about 220 volts, a step-down transformer should be used.

Room Air Conditioners. Only a few models are built for operation on either 50- or 60-cycle without modification. The majority, which are manufactured for 60-cycle, can be modified to operate on 50-cycle by the addition of protective devices. The one-half horsepower models are built to operate on 115-volt, the three-quarter are available in either 115- or 230-volt, and the one horsepower and above units on 230-volt.

Shavers. Most U. S. shavers operate on 115 volts, direct or alternating. If the service abroad is 230-volt, direct or alternating, a resistance tube may be purchased to reduce the current to 115-volt. In addition, kits which adapt the shaver to foreign plugs are available for about $1.30.



Heating Devices, like irons, toasters, waffle irons, coffee makers, etc. Because of the high wattage consumption, it is cheaper to buy a heating device especially wired for the 220-volt circuits prevalent in most other countries rather than to purchase an expensive and relatively heavy transformer to make possible the use of a 110-volt appliance.

Fans, Mixers, and Vacuum Cleaners. Frequently, these appliances are available with 220-volt ratings. However, transformers can be used to adapt these specific household items already in your possession to the 220-volt circuits abroad. But in the case of the vacuum cleaner, it is more practical to buy a 220-volt machine than to use a heavy transformer which must be carried around with the cleaner.

Automatic Blankets. Special 50-cycle controls are available as well as specifically constructed transformers to adapt domestic blankets for operation on 220-volt, 50-cycle circuits.

Clocks. It is essential that clocks be purchased specifically or adapted for 50-cycle operation.

Radio. Short-wave radios are available and recommended for use abroad.

Phonographs and Tape Recorders. These must be adapted for 50-cycle. Transformers are available for voltage changes.

Television. Caution should be exercised before taking a television set abroad, and one should be certain that his present set will operate properly on the foreign power supply. Furthermore, the difference in television transmission standards must be considered. It is possible to modify some American sets for installation abroad. However, for information regarding specific sets and countries, it is suggested that the export representatives of the various manufacturers be consulted.

The purchaser should consider the advantages of selecting appliances manufactured by companies which have international divisions which stand behind the warranties. Frequently, such warranties are expressly limited to the United States and Canada. Several appliance manufacturers maintain distributors with service facilities in many of the foreign countries, economic conditions permitting. Their advice and counsel should be sought since the above precautionary information does not cover all the potential problems with U. S.-made appliances used in other countries. The advice of the Electric Institute is to check with the embassy or consulate of the country to be visited or write directly to the electric utility at the point of destination. **END**

Transfers



Each month *Leatherneck* publishes names of the top three pay grade personnel transferred by Marine Corps Special Orders. We print as many as space permits. These columns list abbreviations of both old and new duty stations.

This feature is intended primarily to provide information whereby Marines may maintain a closer contact with this important phase of the Corps.

This listing is for information purposes only, and is NOT to be construed as orders. It is subject to HQMC modifications.

MASTER SERGEANTS

ABERNATHY, William O. (0141) 3d-MarDiv to MCAS Miami
ADAMS, Edward P. (0141) 8th MCRRD to MCAS El Toro
ALEXANDER, Forrest G. (6411) MCS Quant to MCAS El Toro FFT
ANDERSON Jr., Palmer C. (6431) 2d-MAW to MCAS El Toro FFT
APPLEGATE, Robert J. (0369) 3dMarDiv to FMFLant NB NorVa
BAKER, James L. (1379) MCAS Miami to MCB CamPen FFT
BAKER, Stanley G. (1149) ForTrps CamLej to MB NTC GLakes
BALSAM, Stuart S. (6412) 1stMAW to MCAS CherPt
BASARAB Jr., Charles (6412) 1st-MAW to MCAS El Toro
BATES Jr., John H. (0141) MB San Juan PR to 2dMAW
BAUER, Francis J. (1379) 2dMAW to MCB CamPen FFT
BEARDEN, Harold L. (0111) 1stMAW to MCAS El Toro FFT
BELL, Charles W. (0141) 6th MCRRD to MCB CamPen FFT
BELET, Joseph R. (6613) 1stMAW to MCAS CherPt
BEMENT, George (3049) 1stAAAWBn Treasure Is SFran to MarPac
BENEDICT, Ray A. (3049) 3dMarDiv to MarPac
BENTLEY, Robert H. (7041) 1stMAW to MCAB CherPt
BLAINE, Sidney E. (3537) MB NB Phila to MCB CamLej
BLASINGAME, James T. (0141) MB NS Trinidad BWI to 2dMarDiv
BLISH, Otis J. (0141) 2dSPGruCo Orlando Fla to MD USS TACONIC
BLISS, Frank W. (0141) HQMC to MCB CamPen FFT
BOWERS, Frank W. (0231) AirFMFPac to MCAS El Toro FFT
BOYD, John E. (6413) 2dMAW to MCAS El Toro FFT
BRADY, Donald E. (2529) 1stMarDiv to 7thInfBn San Bruno Calif
BRANCH, Marion D. (3371) MCAS Miami to MCB CamLej
BRUCE, Elvin A. (6511) MCAB CherPt to MCAS El Toro FFT
BURKE, Richard L. (2561) 1stMAW to 1stMarDiv
BURKE, Walter E. (6511) 1stMAW to MCAS El Toro
CARR, Rodney E. (6511) 1stMAW to MCAS El Toro
CARTER, Billy B. (3537) FMFPac to 1stMarDiv
CASTOR, Melvin H. (6461) MCAS Miami to MCAS El Toro FFT
CHALKLEY, James O. (0141) MarPac to ForTrps 29 Palms
CHICHESTER, Wilbur S. (0141) MCAB CherPt to MD USS MACON
CLAPP, Frank A. (7041) AirFMFPac to MCAS El Toro FFT
CLINE, Russell A. (6413) 2dMAW to MCAS El Toro FFT
COMER, George W. (6431) MAD NATTC Jax to MCAB CherPt
CONNORS, Herbert J. (3049) MarPac to MCRDep PI
CORNELISON, Elbert B. (0141) 2d-MarDiv to MCB CamPen FFT
CRAMER, Frank (3516) 1st MCRRD Boston to ForTrps CamLej
CRESSMAN, George K. (6413) 1st-MAW to 2dMAW
DAVISON, John C. (6413) 1stMAW to HQMC
DAY, Norman T. (6412) 1stMAW to 2dMAW
DINSMORE, French W. (0141) 2d-MarDiv to MCB CamPen FFT
DOOLITTLE, Milton B. (0141) 2dMar-Div MCAS El Toro FFT
DOWHEN, Robert H. (0369) MCRDep PI to MCB CamPen FFT
DUDLEY Sr., George L. (6413) 1st-MAW to 2dMAW
DUNN, Albert G. (0141) MB 8th & Eye Sts WashDC to MB NTC G-Lakes
EDWARDS, John H. (6413) 1stMAW to MCAS El Toro
ESTERLY, DeWitt C. (6413) 1stMAW to MCS Quant
EVANS, Warren E. (0398) MCRDep PI to MCB CamPen FFT
EWING Jr., William H. (3516) MCB CamLej to MCRDep PI
FAGER, Harry E. (6481) MCB CamLej to 2dMarDiv
FALES, William E. (0849) MCB CamLej to 2dMarDiv
FALZONE, Carlo V. (6412) 1stMAW to MCAB CherPt
FAULRING, Francis L. (6413) 2d-MAW to MCAS El Toro FFT
FISHER, Albert E. (2111) MCRDep PI to MCAS Quant
FISKALLI, Haino A. (0141) 66thSpl-InfCo Yakima Wash to 1stMarDiv
FIMINSKI, Joseph J. (6413) 2dMAW to MCAS El Toro FFT
FLANAGAN, James C. (3081) 3dMar-Div to MarPac
FOSTER, Larrabee F. (0141) 1stMar-Div to MCB CamPen FFT
FREEMAN, Harry N. (3371) MCRDep PI to MCB CamLej
GAIZAT, Theodore P. (6641) 1stMAW to MCAS Miami
GEIST, Frank E. (6413) MCAS Miami to MCAS El Toro FFT
GENNUSA, Joseph J. (3049) 1stMarDiv to FMFLant MB NorVa
GENTRY, Harry B. (6413) AirFMFPac to MCAS El Toro FFT
GIFFORD, Burtin W. (3049) MCB CamLej to 1stSigCo Worcester Mass
GULFO, Vincent T. (2771) MB NB Phila to MarCorCtcDep Phila
GUSTAFSON, Thomas D. (0141) 1st-MarDiv to 66thSplInfCo Yakima Wash
HALE, Ralph H. (0369) 3dMarDiv to 2dMarDiv
HANKINS, Ogden V. (6413) 2dMAW to MCAS El Toro FFT
HARLOW, Don J. (0141) MARTD MARTC NAS Lincoln Nebr to MCB CamPen FFT
HARMON, Jack R. (6431) 1stMAW to MAD NATTC Jax
HATCHELL, Melvin M. (1379) MCSFA Ptsmh Va to MCB CamPen FFT
HAWKINS, Warren (3411) AirFMFPac to MCB CamPen FFT
HAYS, George C. (6413) MCAS Miami to MCAS El Toro FFT
HENRY, Clarence W. (0121) HQMC to 1stMarDiv
HINDERY, Milbert C. (3411) 2dMar-Div to MCB CamPen FFT
HIX, James H. (3049) 21stSplInfCo Hamilton, Ohio to MCB CamPen FFT
HLADILEK, Russell J. (6413) 1stMAW to MCAS El Toro
HOGBERG, Leroy O. (6641) 1stMAW to MCAS Miami
HOLLMAN, Ralph L. (3411) 2dMarDiv to MCB CamPen FFT
HOWARD, Joseph A. (7041) MCAAS Mojave Calif to MCAS El Toro FFT
HRIN, John (6441) 2dMAW to MCAS El Toro FFT
HUSKEY, Asa E. (0141) 3dMarDiv to MCAS Miami Fla
INDICTOR, Martin P. (3537) MCAS Miami to MB NB Pearl Harbor
JACOBSEN, Arne (6413) 1stMAW to 2dMAW
JACOSBY, Francis W. (0369) FMF-Lant to MCB CamPen FFT
JENKINS, Charles P. (1379) MarPac to MCB CamPen FFT
KIRSCHBAUM, Willard F. (6413) MCAB CherPt to MCAS El Toro FFT
KNIGHT, William M. (2543) 1stMAW to 2dMarDiv
KOHNEN, Hubert (6641) 1stMAW to MCAS El Toro
KOZAK, John M. (0369) HQMC to 1stMarDiv
LAY, Robert (3619) MCB CamLej to 2dMarDiv
LEE, Robert J. (4312) 2dMarDiv to MCB CamPen FFT
LIPSCOMB, John C. (0369) MCRDep PI to HQMC
LOVEALL, Vernon E. (2561) FMFLant to MCB CamPen FFT
MANNINO, Victor L. (6441) 1stMAW to MCAB CherPt
MANNS, Roy L. (3361) 3dMarDiv to MCS Quant
MARTIN, Charles O. (1169) 1stMAW to 2dMarDiv
MATHEWS, Thomas A. (6727) 1st-MAW to 2dMAW
MATUK, Frank A. (6431) MAD NAT-NTC Jax to MCAS El Toro FFT
MAYNOR, Arlen W. (0141) 21stSpl-InfCo Compton Calif to 1stMarDiv
MILLER, Claude E. (6413) MAD NA-TTC Memphis to MCAS El Toro FFT
MULLINS, James R. (1398) MarPac to 1stMarDiv
MURRAY, James A. (4131) 1stMAW to MB NB Charleston SC
MC ELROY, William R. (6511) 2d-MAW to MAD NATTC Jax
MC LELLAN, John W. (0141) Air-FMFPac to MB NB Pearl Harbor
MC QUAIDE Jr., Lawrence T. (1169) 1stMAW to ForTrps CamLej
NEGRO Jr., John (0369) 3dMarDiv to 1stMarDiv
NIXON, James D. (0141) MB NAS Lakehurst NJ to MCB CamPen FFT
O'BRIEN, William F. (0241) 2dMarDiv to MCAS El Toro FFT
O'NEIL, Francis J. (6412) 2dMAW to MB NTC GLakes
PANKOW, Arnold F. (6511) MAD NATTC Jax to 2dMAW
PARADIS, Lionel R. (0141) MD USS TACONIC to 2dMarDiv
PARKS, Robert L. (6511) 1stMAW to MARTD MARTC NAS Stl.
PERKINS, Charles T. (6412) 1stMAW to MCAS El Toro
PERUCCI, Anthony P. (0141) 8th MCRRD to MarCorComp NavAdvGru Korea
PITTMAN, Maurice O. (6412) 2dMAW to MCAS El Toro FFT
POWELL, William G. (3121) MarPac to MCB CamPen FFT
PYRITZ Jr., Francis W. (0369) MB NABTC NAS Pncla to MCB CamPen FFT
QUIGLEY Jr., William F. (6412) 1st-MAW to 2dMAW
RHODES Jr., Lloyd D. (0141) HQMC to MB San Juan PR
ROLLO, Carl S. (1833) ForTrps CamLej to MCB CamPen
ROMANO, Edward F. (0141) MCB CamLej to MB NS Key West Fla
ROMEIKO, Joseph H. (6413) MCAS Miami to MCAS El Toro FFT
RORRER, Woodrow W. (0141) 4th MCRRD Phila to MCB CamPen FFT
SASSEN, Peter W. (4611) 1st MAW to MCAS Miami
SHERRILL, Raymond O. (3349) Air-FMFPac to MCB CamPen FFT
SHERWIN, Ralph (6413) AirFMFPac to MCAS El Toro FFT
SLEUTHEL, George R. (0141) 2dMAW to MCB CamPen FFT
SMITH, Herbert F. (1347) MarPac to MCB CamPen FFT
SPAHR, Edward J. (6727) 1stMAW to MCAS El Toro
SPRICK, Clarence A. (0141) MCAS Miami to MCAS El Toro FFT
STACKHOUSE, Charles F. (6611) 1st-MAW to MCAS CherPt
STRICKLAND, Quillin L. (2771) Mar-Pac to 4thMar (Reinf) Oahu TH
TALBOT, Frederic L. (0369) MCRDep PI to MB NTC GLakes
TAMULAVAGE, Joseph E. (6641) 1st-MAW to MCAS El Toro
TAYLOR, Earl L. (2511) 1stMAW to 5th InfCo Detroit Mich
TAYLOR, Lionel T. (0141) MarPac to MCAS El Toro FFT
TAYLOR, Raymond B. (6413) MCAS Miami to MCAS El Toro FFT
THORNBURG, Robert (6413) MCAS Miami to MCAS El Toro FFT
TOSCANO, Albert T. (6511) 1stMAW to MCAS El Toro
TRESS, Robert F. (0141) MCAS CherPt to MD USS LAKE CHAMPLAIN
VASILIAUSKAS, Anthony E. (6441) 1stMAW to MCAS Miami
WALTON, Wayne D. (6641) 1stMAW to 2dMAW
WATERS, Randolph L. (2645) 1stMAW to MCB CamLej
WEAVER, Floyd H. (6413) MAD NATTC Memphis to MCAS El Toro FFT
WEINMANN Jr., Arnold G. (6811) MCS Quant to MCAS El Toro FFt
WIGGINS, Shelly (0369) 3dMarDiv to 2dMarDiv
WHITE, James F. (3311) MCS Quant to MCB CamPen FFT
WOOD, Zelma W. (0141) MD NAS Chincoteague Va to MCB CamPen FFT
WOODLOCK, Jack V. (6413) MAD NATTC Jax to MCAS El Toro FFT
WRIGHT, Darrell G. (3411) MarPac to MCB CamPen FFT
YOUNG, Wilmot M. (6413) 1stMAW to AirFMFLant NB NorVa

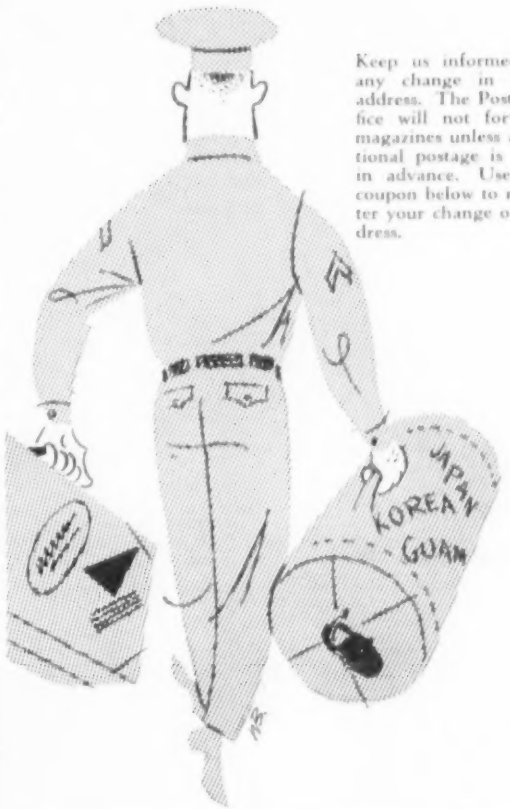
TECHNICAL SERGEANTS

ABERCROMBIE, Roy E. (0211) 1st-MarDiv to MCRDep PI
ADAMS, Gerald D. (6431) 1stMAW to MAD NATTC Jax
ADAMS, Paul E. (3049) MarCorSup-Cen Albany Ga to 9thAutoWpnsBtry Joliet Ill
ALDER, Howard D. (6613) MAD NA-TTC Memphis to MCAS El Toro FFT
ALLEN Jr., Hansel H. (3537) For-Trps CamLej to 2dTrkCo Augusta Ga
ANDERSON, Robert E. (3049) 2dMar-Div to 68thSplInfCo Camden NJ
ANDRZEJEWSKI, Aloysius U. (6431) 1stMAW to MARTD MARTC NARTU NAS Memphis
AVERY, Albert L. (2639) 3dCommCo Rochester NY to MCB CamPen
AYERS, Kenneth N. (6511) MCAS Miami to MCAS El Toro FFT
BAKER, Harold J. (3049) MCB CamLej to 1stWpnsBn Cicero Ill
BARFIELD, Lamar E. (3121) MCAS Miami to MCB CamPen FFT
BARNES, Donald L. (0811) ForTrps 29 Palms to MCRDep PI
BARTENBACH, Harold A. (0369) MCRDep PI to MB NTC GLakes
BELL, Rad M. (6413) 1stMAW to 2d-MAW
BENNETTE, LaVan T. (3049) MCS Quant to MCB CamPen FFT
BERESKO, Alfred (6413) 1stMAW to MARTD MARTC NAS Grosse Ile Mich
BERNHARD Jr., Edward A. (6431) 1stMAW to MCS Quant
BETTENCOURT, John S. (0369) MC-RDep PI to MCAS Miami
BILBO, Douglas J. (6511) 1stMAW to MCAS El Toro
BITTERLICH, Robert W. (0141) MB NB Phila to MB 8th & Eye Sts WashDC
BLAIR, Charles J. (7041) MCAS Miami to NAS Glenview Ill

BLAUVELT, Ercel R. (2511) MCB CamLej to MB NTC GLakes
BODDY, Robert T. (6621) 1stMAW to MCAS Miami
BOHONSKY, William G. (1379) 2dMAW to MCB CamPen FFT
BOITNOTT, John (0111) 2dMarDiv to MCAS Miami
BOLAS, Joseph F. (6621) 1stMAW to 2dMAW
BOLEN, William E. (6413) AirFMFPac to MCAS El Toro FFT
BOURNE Jr., Belknap B. (0141) MCB CamLej to HQMC
BOWERS, Paul B. (1169) 1stMAW to MCB CamLej
BREWER, David Z. (3371) MCB CamLej to MCRDep PI
BROWN, Deward O. (6412) 1stMAW to MARTD MARTC NAS Glenview Ill
BRUNSON Jr., William L. (6661) 2dMAW to MAD NATTC Memphis
BUHL, William J. (1381) 1stMarDiv to MCB CamPen FFT
BURCH, Elmer A. (2529) 2dMAW to MCB CamPen FFT
BURGESS, Leonard (3371) 2dMAW to MCB CamPen FFT
BURNETT, David E. (0369) MD HqSuppActs Naples to 2dMarDiv
BUTLER, Louis L. (6621) 1stMAW to MCAS Miami
CARRIGER, Gerald (1169) 3dMarDiv to MCB CamLej
CLARK, Rodney P. (6431) 1stMAW to 2dMAW
CLEMENTS, James W. (6641) 1stMAW to MCAS CherPt
COLLINS Jr., William D. (0369) 3dMarDiv to 2dMarDiv
COLVER, William W. (6413) MCS Quant to MCAS El Toro FFT
COMBS, William D. (3371) MCB CamLej to MCB CamPen FFT
COSTELLO, Patsy R. (1169) 1stMarDiv to MCB CamLej
CREAMER, Robert L. (0141) 1stMAW to 1st MCRRD Boston
CREGGER, Alvin L. (2511) 9th MCRRD Chicago to MCB CamPen FFT
CROOK, Paul R. (6431) 1stMAW to MARTD MARTC NAS Birmingham Ala
DALBY, Delmer M. (0141) 2dMAW to HQMC
DALEY, Jr., John E. (0141) MarPac to MCB CamPen FFT
DALTON Jr., Edward F. (0811) 1stMarDiv to MCRDep PI
DANNER, Ira C. (0141) AirFMFPac to MCAS El Toro FFT
DAVIS, Carl R. (6413) 1stMAW to MCAS El Toro
DIXON, Richard J. (3311) 2dMAW to MCB CamPen FFT
DOWLING, William E. (1379) MarCorSupCen Albany Ga to MCB CamPen FFT
DRAGOS, Thomas F. (2511) 1stMarDiv to MCRDep SDiego
DUBOIS, Wesley K. (0141) 1stMAW to 2dMAW
EASTMAN, Earl L. (3371) MB NavActs NGF WashDC to 4thMar (Reinf) Oahu TH
ELLIS, Martin J. (0121) AirFMFPac to MCB CamPen FFT
ERICSON, Stanley (2639) 3dMarDiv to ForTrps CamLej
FAKE, Robert E. (0141) 1stMAW to 4th MCRRD Phila
FENLEY, William C. (0141) HQMC to 2dMarDiv
FERRARI, Sisto F. (6511) 1stMAW to MAD NATTC Jax
FIELDING, John M. (1379) 1stMarDiv to MCB CamPen FFT
FONTANA, James (0369) 3dMarDiv to 63dSpltnfCo Pottsville Pa
FRAZIER, George E. (1379) 1stMAW to 9thEngrCo Phoenix Ariz
FULOP, John G. (1379) 9th MCRRD Chicago to MCB CamPen FFT
GANT Jr., Frederick D. (6611) 1stMAW to HQ MARTC NAS Glenview Ill
GASPARD, George (3371) 2dMarDiv to MCB CamPen FFT
GATES, Floyd F. (6413) 1stMAW to MCAAS Mojave Calif
GEORGE, Ralph D. (3371) MCRDep PI to MCB CamPen FFT
GERMANO, Peter B. (4312) 1stMAW to MarPac
GILBERT Jr., George F. (0231) 2dMAW to MCAS El Toro FFT
GORE, James V. (6431) 1stMAW to MCAS CherPt
GRAYSON, Elbert M. (3049) MCSFA Ptamh Va to MarCorSupCen Albany Ga
GREEN Jr., John M. (2639) MarPac to MB NS Treasure Is
GRZESKOWIAK, Francis (2511) 9th MCRRD Chicago to MCB CamPen FFT
GURA, Charles C. (3371) MarPac to MCB CamPen FFT
GUTHIER, Jack N. (6641) AirFMFPac to MCAS El Toro FFT
GUY, David E. (3049) 3dMarDiv to 1stMarDiv
GUZINSKI, Robert J. (6412) AirFMFPac to MCAS El Toro FFT
HADLEY, James W. (3049) 68thSpltnfCo Camden NJ to MCB CamPen FFT
HAMILTON, William W. (2539) 1stMAW to 2dMarDiv
HARRIS, David E. (3311) MarPac to MB NS Treasure Is
HARRIS, James D. (1379) 2dMarDiv to MCB CamPen FFT
HEWER, William F. (1379) ForTrps CamLej to MCB CamPen FFT
HICKEY, Edward J. (6611) 1stMAW to 2dMAW
HOJNACKI Jr., Frank D. (6412) 1stMAW to MCAS CherPt
HOLLAND, Vincent E. (6412) 1stMAW to MCAB CherPt
HOWARD, James W. (7141) 12th MCRRD to MCAS El Toro FFT
HUEY, Harold E. (3049) MCB CamLej to MCB CamPen FFT
HUTCHINS, Lawrence G. (6511) MCAS Miami to MCAS El Toro FFT
HUTTON, George W. (9911) MB NB Bklyn to MCB CamPen FFT
JANTOSKI, Edward C. (6621) 1stMAW to 2dMAW
JONES, Jerry E. (0141) FMFLant to HQMC
JOHNSON, David L. (2543) MarPac to MCB CamPen FFT
JOHNSON, Richard W. (4312) MCS Quant to HQMC
JOHNSON, William D. (0761) ForTrps 29 Palms to MCRDep PI
JOHNSON, Wilton D. (0141) AirFMFLant to MB NTC GLakes
KARRER, Joseph J. (1379) 2dMAW to MCB CamPen FFT
KEANE Jr., Michael F. (2539) ForTrps 29 Palms to MB NS Treasure Is
KEANE, Thomas T. (2511) 3dMarDiv to ForTrps CamLej
KEASLER, Robert T. (6481) AirFMFPac to MCAS El Toro FFT
KEESLING, Keith, L. (0369) 3dMarDiv to 2dMarDiv
KELLY Jr., Ernest R. (2639) 2dMAW to MCRDep SDiego
KERRIDGE, John B. (0369) HQMC to 2dMarDiv
KING, James R. (0141) AirFMFLant to MB NTC GLakes
KLOSE, Kenneth J. (0369) 1st MCRRD Boston to MB NTC GLakes
KOMINSKI, Albert A. (0369) 3dMarDiv to MCAAS Mojave Calif
KORKOK, John J. (6413) 1stMAW to MCAB CherPt
KOWALSKI, Anthony J. (6412) 2dMAW to MCAS El Toro FFT
LANGHAM, Gerald R. (3371) 1stMarDiv to MCB CamPen FFT
LATHAM, James O. (3516) 1stMarDiv to MCRDep PI
LEVI, Buford M. (3371) ForTrps CamLej to MCB CamPen FFT
LEWIS, Dwight E. (3049) MarPac to 1st ANGLICO Pearl Harbor
LEWIS, Melvin (1169) MarPac to MCB CamPen FFT
LEWTON, Witton E. (6412) AirFMFPac to MCAS El Toro FFT
LOVE, James K. (6461) MCAS Miami to MCAS El Toro FFT
LOYKO, William A. (0761) FMFPac to ForTrps 29 Palms
LUNDQUIST, Wesley B. (2511) 1stMarDiv to MCRDep SDiego
MEEKER, Warren W. (0431) FMFPac to ForTrps 29 Palms
MESHKE, George E. (6715) MARTD MARTC NAS Olathe Kansas to MCAS El Toro FFT
MICELI, Frank (4313) MCB CamLej to MCAS Kaneohe Bay Oahu TH
MICHAELS, Donald R. (3537) ForTrps CamLej to MCB CamLej
MIKULSKI, Casmier (3537) MCS Quant to MB NTC GLakes
MILICHICH, James (3071) 2dMAW to MB NS Treasure Is
MILLSON, George T. (6412) AirFMFPac to MCAS El Toro FFT
MONCRIEF, Billy G. (3049) 2dMarDiv to MCB CamLej
MOORER, William M. (6431) 1stMAW to MARTD MARTC NAS Weymouth Mass
MULLENNEX, William C. (1519) MB 8th & Eye Sts WashDC to MCB CamPen FFT
MC KINLEY, Charles I. (2543) 1stMAW to 1stMarDiv
MC NULTY, Peter J. (6613) MAD NATTC Memphis to MCAS El Toro FFT
NELSON, Lee M. (6511) 1stMAW to MCAS El Toro
NEULS, Walter H. (2529) 3dMarDiv to MarPac
NEWMAN, Joseph T. (3371) MarPac to MCB CamPen FFT
NICHOLSON, Nick K. (0741) MarPac to 1stMarDiv
O'CONNOR, James P. (6431) MCAS El Toro to MAD NATTC Jax
O'DONNELL, John F. (2543) FMFPac to 2dMarDiv
OFFERMANN, Charles G. (2645) MarPac to MB NS Treasure Is
OLIVERO, Raymond (6511) MCAS Miami to MAD NATTC Jax
PARANZINO, Nicholas A. (0111) 2dMarDiv to MCAS El Toro FFT
PEER, Ernest G. (6741) 2dMAW to MCAS El Toro FFT
PETERSON, Hiram (6715) MARTD MARTC NAS Olathe Kansas to MCAS El Toro FFT
PICKETT, Ernest A. (4312) 9th MCRRD to MarPac
PIOTROWSKI, Leonard J. (0369) MCRDep PI to MCB CamPen FFT
POULK, Russell K. (0369) 14thInfBn San Antonio to MCB CamPen FFT
REA, William V. (0369) MCRDep PI to MCB CamPen FFT
RENZIEHAUSEN, Frederick J. (3311) ForTrps CamLej to MCB CamLej
RHOADS Jr., Roy F. (4631) 2dMarDiv to 9th MCRRD Chicago
ROBINSON, Robert B. (1369) 1stMAW to 2dMarDiv
ROBINSON, Sr., Robert B. (0369) 3dMarDiv to 1stMarDiv
ROGERS, Burt B. (6613) MAD NATTC Memphis to MCAS El Toro FFT
ROSASCHI, True D. (0369) MarPac to MCRDep PI
ROSENBAUM, Merrell W. (3049) 1stWpnsBn Cicero Ill to MCB CamPen FFT

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ROZAK, Joseph E. (3049) MarCorSupCen Albany Ga to MARTD MARTC NAS Akron Ohio
RUSSELL, Charles A. (6412) 1stMAW to MARTD MARTC NAS Niagara NY
RUSSELL, Richard H. (3371) MCB CamLej to MCAS El Toro FFT
RUTLEDGE, Arlon O. (3567) 3dMarDiv to 1stMarDiv
SANFORD, Jack L. (0369) 9th MCRD Chicago to MCB CamPen FFT
SCHAAP, Rodger E. (6413) MCAS Miami to MAD NATTC Memphis
SELLERS, Leon (1381) MCAS Miami to MCB CamPen FFT
SEYFRIED Jr., Francis C. (3371) MarPac to MCB CamPen FFT
SHANE, Robert O. (6413) MAD NATTC Jax to MAD NATTC Memphis
SHEKERO, Nicholas G. (0848) 2dMarDiv to MB NTC GLakes
SHERFEY, James D. (6413) 1stMAW to AirFMFLant NB NorVa
SHIRLEY, William W. (1347) 2dMarDiv to MCB CamPen FFT
SHOCK, William A. (0151) MARTD MARTC NAS Glenview to NTC G Lakes
SMITH, Charles K. (6412) AirFMFPac to MCAS El Toro FFT
SMITH Jr., Troy R. (2511) 3dMarDiv to MCAS El Toro
SMITH, William F. (2639) MCB CamLej to MCRDep SDiego
SNOOK, Gene W. (6511) 1stMAW to MCAS El Toro
SOPHOS, George T. (0111) 2dMarDiv to MB NTC GLakes
STEDMAN, Wayne M. (6481) 2dMAW to MCAS El Toro FFT
STEEL, Norman (2541) 1stMAW to ForTrps 29 Palms
STEELE, "J" "B" (3371) ForTrps CamLej to MCB CamPen FFT
STEFANIK, Ralph S. (6613) 1stMAW to 2dMAW
STEVENS, Harlan L. (0141) MarPac to 12th MCRRD SFran
STOCKWELL, Jerald R. (3049) FMFPac to 1stMarDiv
STROUSE, Ralph E. (1169) 3dMarDiv to 1stMarDiv
SWANBERG, Clifford D. (6431) 1stMAW to MARTD MARTC NAS Floyd Bennett Field Brklyn
SWEAT, Wilbur C. (6481) 2dMAW to MCAS El Toro FFT
TAYLOR, Chester R. (1369) 2dMarDiv to MCB CamPen FFT
TERRELL, Willard H. (3371) MarPac to MCB CamPen FFT
THOMPSON Jr., James A. (3049) MarPac to MCB CamLej
TOMLINSON, James R. (6431) 1stMAW to MARTD MARTC NAS Mpls
VAN, Marion L. (9911) 3dMarDiv to MCB CamLej
VAUGHN, Carvel L. (6412) 1stMAW to MARTD MARTC NARTU NAS NorVa
VINSON, Garvin L. (3371) MCAB CherPt to MCB CamPen FFT
WAGNER, Frederick W. (0369) MarPac to MCRDep PI
WALDEIGH Jr., Lester P. (0141) MarPac to MCB CamPen FFT
WARNER, William T. (0369) 3dMarDiv to 1stMarDiv
WATERS, Olin B. (6441) 1stMAW to 2dMAW
WILKINSON, John L. (0141) AirFMFPac to MCB CamPen FFT
WILSON Jr., Dave (3371) 3dMarDiv to 4thMar (Reinf) Oahu TH
WITHERSPOON, Buck L. (1347) MarPac to MCB CamPen FFT
WOLAN, Theodore C. (0369) 16thRifleCo Wilmington Del to NavPhilB L Creek NorVa
WOOD, Billy W. (0369) 5th MCRRD WashDC to MCRDep PI
WOOD, Walter R. (6511) 1stMAW to MCAS El Toro
WOODARD, Byron G. (7041) AirFMFPac to MARTD MARTC NAS Los Alamitos
WOOTEN, Daniel W. (2511) 1stMAW to ForTrps 29 Palms
YATES, Albert A. (0141) MarPac to MCB CamPen FFT
YORK, Lewis M. (1169) 1stMAW to 2dMarDiv

STAFF SERGEANTS

ABBOTT III, William V. (6811) 1stMAW to MB NAS Lakehurst NJ
ADAMS, Joe E. (0141) MCRDep PI to 3dCargoCo Charlotte NC
ALLEN, Charles E. (0369) MB NAS PaxRiv to 4thMar (Reinf) Oahu TH
AMADEN, Walter D. (1369) ForTrps CamLej to MCB CamPen FFT
ARSENAULT, Joseph G. (1536) FMFLant to MarCorCloDep Phila
BAIN, Areta L. (1161) MCRDep PI to MCB CamLej
BANKS, Don (3011) 3dMarDiv to MarPac
BARNETT, James W. (2511) 2dMarDiv to MB NTC GLakes
BARRETT, Robert M. (3041) 2dSigCo Brklyn to MCB CamPen FFT
BARROW, Thomas E. (6412) 1stMAW to MARTD MARTC NAS Glenview
BINGHAM, Almor R. (0369) MarPac to MCB CamPen FFT
BLAKE Jr., Harry O. (0369) MCAB CherPt to MCAS El Toro FFT
BLUM, Robert F. (0369) 1st MCRRD Boston to MB NTC GLakes
BLYTHE, James D. (6413) MARTD MARTC NAS Birmingham to MCAS El Toro FFT
BOUCK, Glenn A. (0211) MCAS El Toro to MCAS Kaneohe Bay
BRICE Jr., Charles M. (0369) 2dMarDiv to MD NS Bermuda
BROWN, Carl M. (0369) 12th MCRRD SanF to 1stMarDiv
BUKNAS, Bruno (0121) 2dMarDiv to HQMC
BURNS, Raymond F. (9900) HQMC to MB NTC GLakes
BURRIS Jr., Melvin H. (0369) HQMC to MCB CamPen FFT
CANNON, Richard (0369) 3dMarDiv to 1stMarDiv
CASSERLY, William A. (1841) 2dMarDiv to 2dOrdFldMainCo Rock Island Ill
COLLEY, Robert P. (1379) MarPac to MCB CamPen FFT
CORNWELL, James L. (0111) MCB CamLej to MCRDep PI
CORYN, Robert C. (6481) MCS Quant to MCAS El Toro FFT
COUNTS, Neal E. (3537) 1stMarDiv to MB NS Treasure Is
COWART, Frank S. (1379) MCB CamLej to MCB CamPen FFT
COYLE, Edwin J. (3041) 7th90mmGunBtry LosA to 1stMarDiv
CRAFT, Carl G. (1369) MCRDep PI to MCB CamPen FFT
CRANFORD, Willard O. (3411) MCAS Miami to MCB CamLej
CRAWFORD, Frank (4131) AirFMFPac to MCB CamPen FFT
CRIBBS, Winford R. (3371) MarPac to MAD NATTC Jax
CULVERHOUSE, Grover D. (0141) MarPac to MCB CamPen FFT
DAVENPORT, Charles H. (3049) 3dMarDiv to 1stMarDiv
DAVIES Jr., Thomas (0369) 3dMarDiv to 2dMarDiv
DAVIS, Sidney B. (0369) MCRDep PI to MCB CamPen FFT
DAVISTON, Virgil E. (3531) 1stMarDiv to MCAS El Toro FFT
DEES Jr., Raymond F. (6412) 1stMAW to MAD NATTC Memphis
DEROS, Andrew J. (6412) MCAS Miami to MCAS El Toro FFT
DEVLIN, James H. (0369) MB NAD Hingham Mass to 2dMarDiv
DICKEY, Thomas E. (4312) MCRDep PI to MCAS El Toro FFT
DILLARD, John C. (0369) MCRDep PI to MCB CamPen FFT
DILLEY, Jr., Clem W. (0369) MarPac to 4thMar (Reinf) Oahu TH
DOE Jr., Harold (1461) 3dMarDiv to MCS Quant
DOSHIER, Roy B. (2511) MarPac to MCB CamPen FFT
DOUGHERTY, Lawrence E. (2511) MCB CamLej to MCB CamPen FFT
DOUGLAS, Norman L. (3041) MarCorSupCen Albany Ga to 6th MCRRD Atlanta
DOYLE, Bryant E. (0369) 3dMarDiv to 2dMarDiv
DRYDEN, Bobbie D. (0111) MarPac to MB NAD Oahu TH
DUFF, Peter H. (0369) 9th MCRRD Chicago to MCB CamPen FFT
DUGGAN, Warren R. (2511) 1stMarDiv to MCB CamPen FFT
DUNCAN, Roy C. (0141) 2dMarDiv to MCB CamPen FFT
DURIE, Charles W. (4671) ForTrps CamLej to MAD NAS NABTC Pnsla
DYER, Gordon C. (6161) 1stMAW to MCAAS Mojave Calif
EDSON, Edsel E. (0369) 3dMarDiv to 1stMarDiv
EGAN, John B. (0369) 3dMarDiv to 1stMarDiv
ELIAS, Helmut E. (0369) 5th MCRRD WashDC to 2dMarDiv
ERVIN, Chauncey H. (2541) ForTrps CamLej to MCRDep PI
ESHLEMAN, Clayton B. (0369) 3dMarDiv to MarPac
EWING, Carville B. (1369) 2dMarDiv to 1stEngrBn Ft McHenry Balt Md
FALTER, Karl O. (6441) MARTD MARTC NAS Niagara NY to MAD NATTC Memphis
FARKAS, John (0141) 5th MCRRD WashDC to 2dMarDiv
FAUP, Raymond (1811) MCRDep PI to MB NTC GLakes
FINNEY, Donald R. (0121) MCB CamLej to MB NS Treasure Is FFT
FOX, William J. (3516) ForTrps CamLej to MCAS El Toro FFT
GENTRY, William (0369) MD USS NEW JERSEY to MD USS WISCONSIN
GIAKAS, John M. (6431) 2dMAW to MAD NATTC Jax
GLAUSIER, Robert B. (1833) MCAS Miami to ForTrps CamLej
GOLDOWSKI, Theodore (6441) 1stMAW to MCS Quant
GOTTSCHALCK, Cleo N. (4111) ForTrps CamLej to HQMC
GRAHAM, Francis (2741) 3dMarDiv to MarPac
GRAHAM Jr., Russell N. (3051) MCRDep PI to MCB CamPen FFT
GRANTHAM, Edgar D. (4312) MARTD MARTC NAS Atlanta to MCAB CherPt
GRAVES, Maurice R. (3619) 2dMAW to MCB CamPen FFT
GREEN, Tommy J. (0121) 1stMAW to 1stMarDiv
GRIFFIN, Robert E. (1833) MB 8th & Eye Sts WashDC to MB NTC GLakes
GRIFFIS Jr., Ralph L. (6611) 1stMAW to MCAS Miami
GRIMM, Jack L. (2541) AirFMFPac to MCB CamPen FFT
GUZMAN, Natividad N. (3311) MarPac to MCB CamPen FFT
HALL Jr., Bernard C. (6412) 1stMAW to 2dMAW
HANDZO, George J. (0369) 3dMarDiv to MCAF Santa Ana
HARRIS, Milford C. (3531) MCS Quant to MCAS El Toro FFT
HARRISON, Richard F. (0369) 2dMarDiv to 4thMar (Reinf) Oahu TH
HATHAWAY, Robert F. (7113) 1stMAW to AirFMFLant NB NorVa
HEARD, Jewel M. (9911) MarPac to MB NAD Earle NJ
HEEBNER, Harry L. (3371) MCS Quant to MCB CamLej
HEISER, Thomas W. (0751) 1st90mmGunBn Freemansburg Pa to MCB CamPen FFT
HEMPHILL, Robert E. (6461) MCAS Miami to MCAS El Toro FFT
HENDRICKSON, Lawrence S. (1369) 1stMAW to 2dMarDiv
HENRY, Vestal D. (6461) 1stMAW to MCAB CherPt
HINNANT, William A. (2511) 1stMAW to MCAB CherPt
HITCHCOCK, William W. (3041) 77thSpIInfCo Zanesville Ohio to MCB CamPen FFT
HOAGLAND, John R. (1347) 3dMarDiv to MCB CamLej
HOEDL, Leo J. (0369) 3dMarDiv to 2dMarDiv
HUETT, Eddie (3041) MD HQ Support Acts Naples to 2dMarDiv
HURLEY, Paul (0369) MB NAD Hingham Mass to 2dMarDiv
HUTCHINSON, James G. (0369) MCRDep PI to MCB CamPen FFT
JACKSON, Glen S. (6511) MCAS Miami to MCAS El Toro
JAMES, Glenwood V. (0369) MCRDep PI to MCB CamPen FFT
JUNIO Jr., Michael (2645) 3dMarDiv to 1stMarDiv
KAHLBAU, Roy E. (2561) 1stMAW to 2dMarDiv
KAY, John R. (0369) 1stMarDiv to MD USS FRANKLIN D ROOSEVELT
KEARNEY, Jr., Edward F. (2533) 1stMAW to ForTrps CamLej
KEHOE, Francis P. (1347) MB 8th & Eye Sts WashDC to MCB CamPen
KELLEY Jr., Raymond J. (1161) MCS Quant to MB NTC GLakes
KENDRICK, Carl L. (6431) 2dMAW to MCAS El Toro FFT
KOHLER, William R. (0369) MCRDep PI to MCB CamPen FFT
KURAS, John F. (3071) 2dMAW to MARTD MARTC NAS South Weymouth Mass
LAVAN, John P. (0369) MarPac to MB NB Phila
LAWSON, Horace G. (6412) 2dMAW to AirFMFLant NB NorVa
LEKA, Gerald G. (2511) 3dMarDiv to ForTrps 29 Palms
LEWIS, Keith R. (3041) MarCorSupCen Albany Ga to MCB CamPen FFT
LIBERT, George W. (3371) 2dMarDiv to MCB CamPen FFT
LOCKRIDGE, Frank C. (1379) ForTrps CamLej to MCB CamPen FFT
LOMAS, Hugh D. (6413) 1stMAW to 2dMAW
LOTZ, Gerard F. (1381) 1stMarDiv to MCB CamPen FFT
LOVMARK, Nels H. (0369) 1stMarDiv to MB NS Treasure Is
LOYSON, Carl F. (6412) 1stMAW to MARTD MARTC NAS Willow Grove Pa
LUCHAU, David J. (0141) 36thSpIInfCo Butte Mont to MCAS El Toro
LUXENBURGER, Maxwell C. (2636) 3dMarDiv to MCS Quant
MANGRUM, Lowell E. (0369) MCRDep PI to MCB CamPen FFT



"I kind'a miss the Boom, Bam, Boom, Rat-tat-tat, and the Ack, Ack, Ack, Ack!"

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MANNING, Billy N. (3537) 9th MCRRD Chicago to ForTrps 29 Palms
MARSHALL, Leonard M. (1379) MCS Quant to MCB CamPen FFT
MATHENA, Bob G. (0369) 3dMarDiv to MCS Quant
MEADOR, Charles R. (2636) MCS Quant to MB NTC GLakes
MEEK, Philip E. (0369) 1stMAW to 1st MarDiv
MILLER, Arden R. (0241) 3dMarDiv to MCAS El Toro
MILLER, Robert H. (3011) MCAS CherPt to MAD NATTC Memphis
MITCHELL, Lloyd D. (0369) 1stMAW to 1stMarDiv
MOORE, Donald M. (3371) 2dMAW to MCB CamPen FFT
MOORE, Robert L. (2511) ForTrps 29 Palms to 1stMarDiv
MURPHY, John B. (1371) MCS Quant to MCB CamPen FFT
MC CARTER, William D. (4029) MarCorSupCen Albany Ga to HQMC
MC CORMICK, Mull H. (3516) MCS Quant to 3dCargoCo Charlotte NC
MC DOWELL, Donald G. (6511) MARTD MARTC NARTU NAS Seattle to MCAS El Toro FFT
MC INTOSH, William P. (9911) MarPac to 1stMarDiv
MC KENZIE, Everett L. (6613) 1stMAW to MAD NATTC Memphis
NASH, William E. (0369) 3dMarDiv to MCB CamLej
NAVARRO, Enrique (0141) 1stMarDiv to MCB CamPen FFT
NEELY, Lawrence E. (6412) 2dMAW to MCAS El Toro FFT
NORWOOD, Thomas H. (0141) MARTD MARTC MCAS Miami to MCB CamPen FFT
NOYES, Malcolm A. (3049) MarCorSupCen Albany Ga to 2dMAW
PENNINGTON, Orville E. (0141) 2dMAW to MCB CamPen FFT
PERALTA, Francisco L. (1811) MarPac to MCB CamPen FFT
PERCHALSKI, Raymond G. (3041) 2dEngrFldMaintCo Portland Ore to MCB CamPen FFT
PERCY, Roger F. (6481) 1stMAW to 2dMAW
PERKINS, Roger F. (6481) 1stMAW to 2dMAW
PERKINS, Richard D. (2633) 1stMarDiv to MCB CamPen FFT
PETRONZIO, John A. (0369) MCRDep PI to MCB CamPen FFT
PHILLIPS, Richard L. (2543) 1stMAW to 2dMarDiv
PHILLIPS, Ronald G. (3531) MCAF Santa Ana to MCRDep PI
PIGG, William H. (0369) 1stMAW to 1stMarDiv
PINYAN, Floyd A. (3041) 6th MCRRD to MCB CamPen FFT
POWELL, Frank M. (1347) MCB CamLej to MCB CamPen FFT
PRICHARD, Kenneth W. (0231) MB 8th & Eye Sts WashDC to MCAS El Toro FFT
PRIMIANO, Nicholas H. (3371) MCB CamLej to MCS Quant
PROUTY, Kenneth A. (3537) 2dMarDiv to MCB CamPen FFT
REEVES, Robert E. (6412) 1stMAW to MCAS CherPt
REGINSKI, James E. (9911) MCB CamLej to MB NTC GLakes
REPPUCCI, Anthony M. (0369) MB NB Boston to MB NTC GLakes
RICHARDSON, Herschel E. (4131) 1stMAW to MCS Quant
ROBERSON, Thomas A. (0369) MarPac to MCB CamPen FFT
ROBERTSON, Charles F. (7141) 1stMAW to ForTrps CamLej
ROBERTS Jr., John W. (6511) MCAS CherPt to MAD NATTC Jax
ROBISON, Charles (6413) MCS Quant to MCAS El Toro FFT
ROCKE, Robert A. (6811) 1stMAW to MCAS Miami
ROSIA, Cornelius F. (0369) 2dMarDiv to 4thMar (Reinf) Oahu TH
ROSSOW, Lester G. (0369) MCRDep PI to MCB CamPen FFT
ROWLAND, Charles L. (9911) 6th MCRRD Atlanta to 1stMarDiv
SANDERS, Billy G. (0369) 3dMarDiv to 2dMarDiv
SAXTON, George L. (0369) MCB CamLej to MCRDep PI
SCHEIDEGGER, Wilfred D. (0369) MB NAD Hasting Nebr to 2dMarDiv
SCHOENROCK, Roy (0369) MCRDep PI to MCB CamPen FFT
SCHWERTZLER, Louis J. (7041) MCAS Miami to MCAS El Toro FFT
SEALE, Walter L. (1379) 3dMarDiv to 2dMarDiv
SESSIONS, Cleveland L. (3241) MCS Quant to HQMC
SHEFFIELD, Myrrl C. (2561) MarPac to 4thMar (Reinf) Oahu TH
SHIFFLETTE, Leonard R. (0141) 5th MCRRD WashDC to 2dMarDiv
SHULL, David H. (6441) 2dMAW to MAD NATTC Memphis
SLASON, Eugene E. (2171) MarCorSupCen Albany Ga to MCRDep S-Diego
SMITH, Kenneth F. (6413) 1stMAW to MARTD MARTC NAS Anacostia
SMITH, Robert B. (0111) MB NAD Oahu TH to MCAS El Toro
SNOW, Richard D. (3516) 2dMarDiv to 4thMar (Reinf) Oahu TH
SPELLINS, William R. (3311) MCB CamLej to MCRDep PI
STARKEY, Don M. (0141) ForTrps 29 Palms to MarPac
STEIGERWALD, Robert S. (0369) 2dMarDiv to MB NB Phila
STOKES, Franklin R. (0141) 1stMarDiv to MCB CamPen FFT
STRIBLING, Dana E. (0369) 3dMarDiv to 2dMarDiv
THOMPSON, Dale L. (1347) ForTrps CamLej to MCB CamPen FFT
TOBIN, Walter C. (0231) 1stMarDiv to MCRDep PI
TOW, Kenneth A. (6511) MCAS Miami to MAD NATTC Jax
TRAYNOR, William F. (4029) FMFPac to MarCorSupCen Albany Ga
TUCKER, Donald E. (6651) MAD NATTC Jax to MCAS El Toro FFT
TURNER, Herbert J. (6413) 1stMAW to MCAS El Toro
UNDERWOOD, Delbert W. (2541) 1stMAW to MarPac
URBAN, Michael R. (9911) AirFMFPac to MAD NATTC Memphis
VAN SICKLE, Erwin O. (2111) 1stMarDiv to MCB CamPen FFT
VLACH, Ivan J. (6413) 1stMAW to 2dMAW
WAGGONER, Lavern (6715) 2dMAW to MCAS El Toro FFT
WALKER, George E. (6811) 1stMAW to MCAB CherPt
WALTERS, James L. (1169) 1stMAW to MarPac
WARD, Robert R. (0111) MCB CamLej to 6BthSpInfCo Camden NJ
WATTS, Russell H. (0141) 12th MCRRD SFran to 3dSupCo Tucson Ariz
WEADBROCK, Harold J. (0369) MCS Quant to NTC GLakes
WELLS, Paul R. (1111) 2dMarDiv to MCAS El Toro FFT
WELTON, James H. (6715) AirFMFPac to MCAS El Toro FFT
WHITE, Lewis E. (0369) 1stMarDiv to MCB CamPen
WILLERTON, John L. (2741) MarPac to MCB CamPen FFT
WILLIAMS, Alton (3041) MarCorSupCen Albany Ga to MCB CamPen FFT
WILLIAMSON, Melvin (1379) ForTrps CamLej to MCB CamPen FFT
WINDHAM, Harold E. (0369) 9th MCRRD Chicago to 2dMarDiv
YEZIERSKI, Daniel (1347) 3dMarDiv to MCB CamLej

PLACED ON TEMPORARY DISABILITY RETIRED LIST

MITCHELL, Byrd, MSgt., 247845/0369
HIGGINS, Donald P., TSgt., 607980/0751
NELSON, Jim L., TSgt., 337868/1347
OTWELL, Bernie, TSgt., 289555/0811
RANKIN, George W., TSgt., 583054/0369
STEVENS, Willard E., TSgt., 513959/0396
ANDERSON, Robert C., SSgt., 467090/0811
MEENEGHAN, John V., SSgt., 1115-246/6741
SUTHERLAND, Nolan, SSgt., 1072015/0369
YANCEY, Lester, SSgt., 1060141/3051

TRANSFERRED TO THE FLEET MARINE CORPS RESERVE LIST

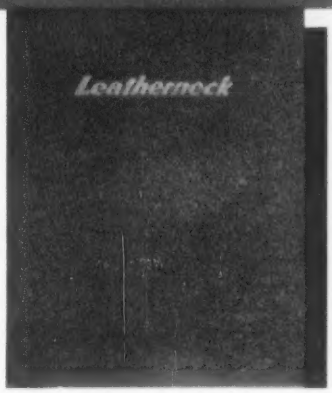
BIKOWSKI, Joseph B. Sr., MSgt., 253974/0141
DIXON, Elmer, MSgt., 248935/0369
FORTE, Tony, MSgt., 214676/0369
HUDSON, James M., MSgt., 251020/0141
JACQUET, George L., MSgt., 217010/0141
LEGG, Basil D., MSgt., 210754/6671
MAC DONALD, Edward L., MSgt., 244624/0369
MITCHELL, Brevas G., MSgt., 254401/0141
MULLINS, Frank, MSgt., 252393/0369
OLIVER, Jesse W., MSgt., 248481/0170
PALMER, Wilbur J., MSgt., 243520/3020
PERRI, Albert, MSgt., 269791/0369
PIDGEON, George J., MSgt., 251294/0130
POLOFF, Benjamin, MSgt., 183492/3049
PRAEGER, John D., Jr., MSgt., 254-588-1371
WALKER, Arlee D., MSgt., 252884/3049
WATERS, Henry L., MSgt., 254443/0398
MITCHELL, Thomas W., TSgt., 217-329/1379
PITTS, Elmer R., TSgt., 269682/0369
STEVENSON, Norman, TSgt., 234977/0369
WOOD, George L., TSgt., 179931/3311

PLACED ON MARINE CORPS RETIRED LIST (30 YEARS)

SHAFFER, George A., MSgt., 201789/0369
VIAR, John H., MSgt., 188005/6413

END

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The Old Gunny Says...

"MEN, IN ANY future war, no matter if it's small 'brush fire' stuff, or a big war, we are going to have to patrol. Patrols are usually one of two types; reconnaissance or combat. The recon patrol is used to get information. It is usually small and it avoids fighting. Its job is to get back with information. Now the combat patrol, on the other hand, is given a mission that usually involves fightin'. Of course, it too should get all the info it can about the enemy. But it is organized mainly to carry out a combat mission, such as flank security, to protect against enemy ground observation, to knock out an enemy unit, mop up rear areas, or perhaps ambush an enemy patrol. Whatever the mission is, the patrol should be organized and armed to do the job.

"I'm gonna talk about combat patrols because I think they're a type of combat task force we Marines should be able to employ anywhere, anytime. But to do it well, we gotta practice, train and think about some of the things that make for good combat patrols.

"First, you might imagine, if you can, the many conditions under which you may have to conduct combat patrols: You might be carried by 'choppers' deep into 'Indian country'. You might make a motor patrol in jeeps. Maybe you'll have to hike for miles in a jungle, climb mountains, move into desert terrain, work at night or go across a no-man's land under enemy fire. There's no limit to the conditions under which we make combat patrols.

"However, there are a few characteristics common to all patrols we gotta know about in order to organize and lead effective patrols.

"Each combat patrol should be given only one simple mission that we are certain they are capable of accomplishing. An alternate mission might be assigned if there is a suitable one. The mission should be a worthwhile one. Each patrol should have a purpose of some tactical or military value. Patrols are dangerous business and must be worth the risk involved.

"The patrol leader must be given time to make his patrol plan, brief his men and coordinate his movements. He should plan his primary and alternate routes on maps, photos or by visual reconnaissance. The patrol leader should specify the patrol formation and drill the patrol on quick deployment and maneuver.

"One of the most important features of a patrol is the communications and control procedure. Each man in the patrol has gotta get the word on signals, radio procedure, passwords and identification. This has all gotta be worked out in detail and practiced in training.

"Each patrol plan should use phase lines or check points and schedules for control and for support fire coordination. Terrain features on the patrol route should be named or numbered for easy reference and a sketch plan drawn up for study and coordination. The fire support plan should be worked out in detail. Forward observers should be included in the planning.

"The patrol leader must plan for casualty care and evacuation, as well as emergency supply, if he gets trapped.

"The patrol has gotta have an immediate action drill to use upon surprise enemy contact. Of course, it's also gotta have its plan of fire and maneuver to carry out its primary mission.

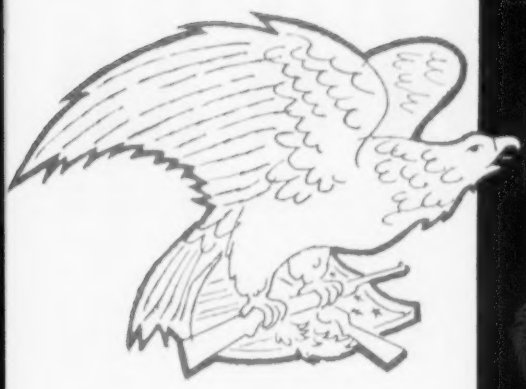
"If the enemy is using mines or obstacles, plans are made to get through or around them.

"At certain places along the patrol route we gotta plan rally points and withdrawal routes.

"The patrol leader should determine when the patrol is to move out, when it is expected back and if other patrols will be in the area.

"Leading a successful combat patrol is just about the toughest test a junior officer or NCO can be given. Combat patrols in our past wars have resulted in many decorations for good young Marines—including Purple Hearts. But the best award a patrol leader can get is the satisfaction from knowing he planned, organized and led a good combat patrol into enemy country, accomplished his mission and returned with all his men. There are few battlefield accomplishments more noteworthy." **END**







NRA President, Adm. M. C. Mumma, USN (Ret.) examined the Gen. Shepherd Rifle Trophy with Capt. R. Lowe, Distinguished Marksman

by TSgt. Paul C. Curtis
Leatherneck Staff Writer

The National Rifle Association

MARINE CORPS TRAINING and insistence upon perfection can make an expert rifleman out of a recruit who has never been close to a weapon before. But not every man who comes into the Marine Corps today is inexperienced in the use of small arms. Many of the Corps' best competitive shooters were well schooled in the use of the foot soldier's basic weapon before taking the oath of enlistment. Their marksmanship ability was grounded in an earlier affiliation with the National Rifle Association.

The NRA was founded in 1871 by a small group of National Guard officers in the State of New York. Its primary purpose was to improve the marksmanship of its members. From a small beginning, the Association has grown into a nation-wide organization with more than a quarter million members. And while the primary purpose of the NRA remains the same, its interests have broadened in scope.

The National Rifle Association encompasses all fields of firearms. It encourages marksmanship training of civilians through its organized clubs and basic small arms schools; teaches safety with firearms; sponsors recreational programs of hunting and competitive shooting; and works for the conservation of wildlife. In addition, the NRA keeps abreast of all legislative programs concerning the right of law-abiding citizens to own small arms for self defense, recreation and national security.

The Association contributed a great deal to the development of small arms training within the Armed Forces. It has pioneered courses of fire, instruction methods and range construction. During World War II its facilities for marksmanship training were made available to men who were anticipating service induction. The NRA has continued this activity so that all American citizens may take advantage of proper rifle and pistol shooting instruction as a measure of national defense.

The Marine Corps and individual Marines have been closely associated with the NRA through the Association's annual rifle and pistol matches held at Camp Perry, Ohio. The reputation and traditionally fine marksmanship of the Marines is well known at Perry. The Marines have always been "well in the black" during the matches and have garnered top honors in both rifle and pistol contests on a number of occasions. When the 1956 matches take place in August, the Marines will be shooting for a new award—the General Lemuel C. Shepherd, Jr., Trophy. The trophy will be given to the Marine who fires the highest aggregate score in the National Trophy Rifle Team Matches and the National Trophy Individual Rifle Match.

The National Rifle Association is a non-profit organization. Although it enjoys a quasi-governmental status, it has never received public funds or appropriations from Congress. It is supported solely by its members.

In an address at the Association's 85th Annual Members Banquet, the Honorable Wilbur M. Brucker, Secretary of the Army, said:

"The NRA's greatest contribution through the years has been the training of hundreds of thousands of civilians to be good men with a rifle, and to have confidence in their ability to use it effectively . . ." **END**

BOOKS REVIEWED

Books reviewed on this page can be ordered from LEATHERNECK BOOKSHOP, Box 1918, Washington 13, D. C.

U. S. MARINE OPERATIONS IN KOREA, VOLUME II, by Lynn Montross and Captain Nicholas A. Canzona, USMC. Superintendent of Documents, U. S. Government Printing Office, Washington 25 D. C. Price $2.50

In the foreword of *U. S. Marine Operations In Korea, Volume II,* General Lemuel C. Shepherd, Jr., states, "The Inchon landing was a major amphibious operation, planned in record time and executed with skill and precision."

Never had the Marine Corps been handed a more difficult assignment. Building the brigade had taken practically every available Marine from the First Division, yet General Douglas MacArthur insisted that he needed a war-strength Marine division in order to cripple the enemy. On July 10, Gen. Shepherd agreed and 67 days later, Marines went over the Inchon sea wall.

The Marine Corps, at the time of Gen. MacArthur's request, just didn't have enough Marines. The Reservists were called to active duty and Camp Pendleton became a chaotic scene as men arrived around the clock. The administrative problem was staggering. Many of the Reservists who had not attended boot camp had to be separated and sent to recruit training. The 17-year-olds were not allowed to go into combat and these had to be transferred to units to await age changes. Many of the men and units showed up unequipped and each had to be armed and given full clothing issues.

Camp Lejeune was also an active place as train after train left the east coast FMF center with trained troops for the First Marine Division. Security and guard units all over the United States were stripped to fill the ranks. In the Mediterranean, the 3rd Battalion, Sixth Marines, found itself redesignated the 3rd Battalion, Seventh. Before these Marines returned home they had circled the globe.

The tactical planners were appalled at the task ahead of the division. No place could be less suitable. Inchon had one of the greatest tide variants in the world—some 30 feet—and the division would have to be landed during the short period of high tide or be stranded on the mud flats facing the city. Assaulting any fortified area is difficult, but to attack a city the size of Omaha just at dusk, with less than two hours of daylight to secure the objective, seemed almost impossible.

But, Gen. MacArthur was not to be denied. He visualized the First Marine Division as a great anvil, the Eighth Army as a hammer, with the North



Korean forces shattered between them. His enthusiasm helped carry the plan.

Inchon was probably the poorest kept secret of the Korean war. On the docks at Kobe where the Marines were going back aboard ship for the last time before the assault, the target—as far as they were concerned—was Inchon. Possibly, the enemy couldn't see how anyone could make an amphibious assault here. In any case, he was not on hand in any great strength to contest the landing.

Of the assault itself, Gen. Shepherd had this to say: "A study of the record of this operation will disclose, with arresting clarity, the decisive power that is to be found in highly trained amphibious forces when their strength is applied at the critical place and time."

The original assault plan was changed slightly when it became apparent that the little island of Wolmi-do jutting out from Inchon could command both landing beaches. On the morning of September 15, 1950, the 3rd Battalion, Fifth Marines, stormed ashore and neutralized the position with little opposition and few casualties. Luckily, for the Marines, the enemy never appeared at Inchon in any great strength and casualties for the landing were extremely light. The Fifth Marines took the heaviest casualties from the enemy.

The authors have gone into great detail to give the movements and actions of each battalion in their particular zones. The first four chapters of the book give a more than general background on the problems facing the operation.

The ensuing actions, some contested, some almost fantastic in the loss for the enemy against the lack of Marine casualties, are followed in detail. The North Korean counterattack at Ascom City on the morning of September 17, where six T-34 tanks and some 200 enemy infantry were destroyed, is plotted. The drive on Kimpo by the Fifth Marines and the enemy's attempt to retake the airfield, the First Marines' battles at Sosa and Yongdung-po and the crossing of the Han are also detailed.

Action in the city of Seoul is fully described with many personal accounts by the men who fought the battle.

At the same time the Fifth and First Marines were battling to secure Seoul, the Seventh Marines had swung north to Uijongbu to prevent an enemy move down the "Invasion Route." They fought a sharp battle with communist forces in Uijongbu in one of the last actions of the Inchon-Seoul operation.

Twelve days after the First Division clambered over the sea wall at Inchon, Seoul was declared secured and the city was officially returned to its people.

The most savage fighting had taken place in Yongdung-po and in Seoul. The Marines had suffered 366 killed, 49 dead of wounds and 2069 wounded. Only six were listed as missing. The Korean communists facing the Marines had suffered 13,666 casualties, lost 46 tanks and 4692 North Korean soldiers were in Marine POW stockades.

The backbone of the North Korean People's Army had been broken.

TSgt. Allen G. Mainard

BULLETIN BOARD

BULLETIN BOARD is *Leatherneck's* interpretation of information released by Headquarters Marine Corps and other sources. Items on these pages are not to be considered official.

JULY 1 IMPORTANT DATE FOR POTENTIAL NAVAL ACADEMY APPOINTEES FROM MC & MCR... Young men contemplating joining the Marine Corps with the intention of applying for entrance to the Naval Academy should do so before July 1 in order to be eligible for entrance to the Academy in the Fall of 1957.

The law authorizes the appointment of 160 enlisted men from the Regular Navy and Marine Corps each year, the men to be selected on the basis of their standing on the Naval Academy Entrance Examinations. The mental and physical requirements are the same as for any other candidates for midshipmen.

SERVICE REQUIREMENTS: Applicant must have had at least one year of service by July 1 of the year of admission to the Academy: Applicant must have obligated service to July 1 of the year of admission to the Academy.

ENTRANCE EXAMS: Commence the last Wednesday in March of each year. Exams consist of the substantiating examination when the applicant presents an acceptable secondary school certificate or the regular entrance exam if he has no certificate.

Enlisted men who fulfill the age (17 to not more than 22 years of age on July 1 of the calendar year the candidate enters the Academy) and aforementioned service requirements should apply to their C.O.s as soon as possible for information regarding assignment to the Preparatory School for the Naval Academy Preparatory Session convening in September.

SELECTION OF CANDIDATES FOR PREPARATORY SCHOOL: Made on the basis of a Navy-Marine Corps-wide examination in July to those men recommended by their C.O.'s. Subjects covered by the examination: algebra, plane geometry, U.S. History and English.

To be recommended, a man must have satisfactorily completed three years of a high school course or its equivalent. A minimum of two years of higher algebra or plane geometry or a year of both must also have been satisfactorily completed.

Only men assigned to the Preparatory School are eligible to compete for appointments to the Naval Academy from the Regular Service made by the Secretary of the Navy.

Men failing the Naval Academy entrance examination will be made available for reassignment and will be required to serve out their terms of enlistment.

NOTE TO RECRUITERS: The July 1 date should be an important point in interviews with high school graduates who are contemplating enlisting in the Marine Corps. Those who are enlisted with the Naval Academy in mind should be told to inform the C.O. or D.I. at boot camp as soon as possible of their desire to compete in the examinations for the Preparatory School.

RESERVISTS ALSO ELIGIBLE FOR ACADEMY APPOINTMENTS... The Secretary of the Navy is also authorized to appoint 160 Reservists from the Navy and Marine Corps to the Naval Academy, based on their standings in the Naval Academy Entrance Examinations.

ELIGIBILITY: In addition to meeting required mental and physical requirements for admission to the Naval Academy, a Reservist must:

1. Be a member of an Organized Unit.
2. Apply for the entrance examination by October 1 through his C.O.
3. Take the examination the fourth Wednesday in the following March with other Academy applicants.
4. Have completed a two-weeks active duty training period between July 1 of the year he applies and the following March.

TURN PAGE

5. Have attended at least 28 drill periods in the year preceding the taking of the entrance examination.
NOTE TO RESERVE STAFFS: The importance of attending a two-week active duty training period (preferably at the unit's Summer training stint) as a prerequisite for eligibility to the Naval Academy under the Reserve quota should be emphasized when interviewing young men who are considering joining the Reserve.

PROMOTION AND TESTING SCHEDULES FOR SPRING...About 27,500 Marines will get new stripes during the Spring promotion period, according to an announcement by HQMC. The Marine Corps will promote 2,500 Sergeants to Staff Sergeant; 10,000 Corporals to Sergeant; and 15,000 Privates First Class to Corporal. Promotion Tests for the Fall promotion period will be administered to all ranks, from Privates First Class to Technical Sergeants, this June and July.

VA OFFERS FREE PAMPHLET..."Pointers for the Veteran Homeowner," a 22-page guide for veterans who have purchased homes with the aid of GI. loans, is now available at all VA offices.

The pamphlet was written to help World War II and Korea veterans avoid some of the pitfalls of home ownership. It discusses the obligation of veterans under the terms of GI mortgages, how to protect their investment, and the importance of making regular payments, with advice to those having trouble with their payments.

The booklet warns against sharp real estate practices and outlines the responsibilities of a veteran who sells or rents his home before the GI loan is repaid.

Finally, veterans are advised what to do if they're recalled to active military service while owning a home on which a GI loan has been made.

TIME LIMITS EXTENDED ON GI AND FHA LOANS...Loans guaranteed or insured by the Veterans Administration and the Federal Housing Administration including in-service loans, can now be granted with a maximum permissible maturity of 30 years. Since June 30, 1955, and until recently, the maximum time limit on GI and FHA loans had been 25 years.

The VA and FHA emphasize that although 30 years is now the maximum maturity of government-backed home loans, the final decision as to the terms of the loans is subject to agreement between the borrowers and the private lenders making the loans.

Minimum down payment on GI loans is two per cent; for FHA in-service loans, five per cent. The two per cent requirement added to the sliding scale percentage required for regular FHA-insured loans remains in effect.

VA and FHA stated that the reduced volume of home building has lessened the hazard of over-extension of credit to the point where the 30-year maximum maturity again may be permitted.

The relaxed credit terms will be permissible on all GI home loans not closed and on all FHA loans not yet insured.

INSURANCE AVAILABLE ON MATS FLIGHTS...Air travel insurance, comparable in cost to that sold passengers on commercial air lines, may now be purchased by servicemen traveling on Military Air Transport Service planes.

Rates for the new insurance are much lower than the type previously sold at MATS terminals. A $12,500 policy now costs 50¢ and is good for the length of an authorized trip anywhere in the U. S. or overseas. Before, a $10,000 policy cost $2 for two days or $5 for 10 days.

This new insurance may also be purchased by military dependents, government officials and others who are authorized travel on MATS. Machines are being installed at some MATS terminals so passengers can quickly fill out the required forms. At other bases, agents will sell the insurance.

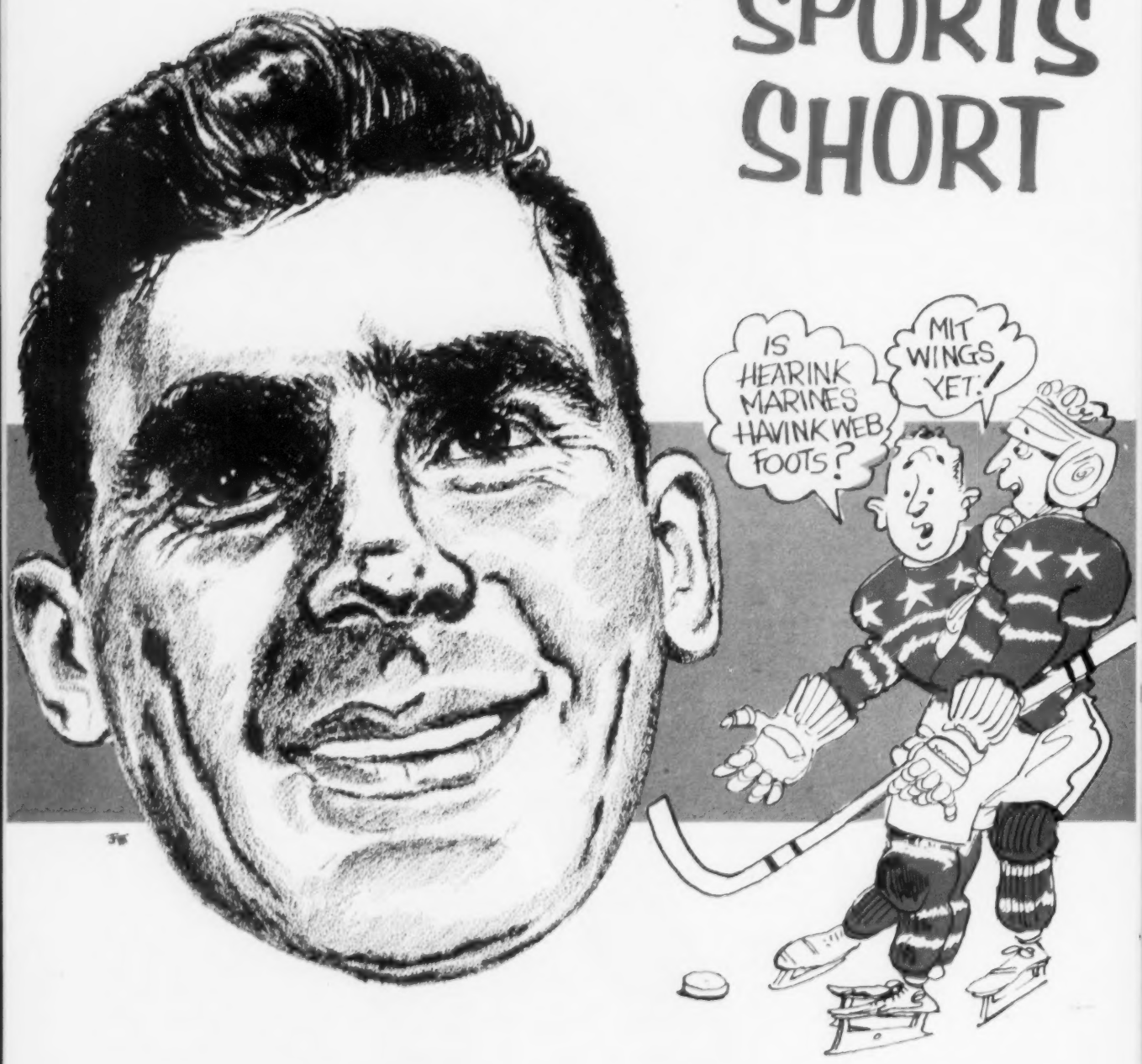
END



Pierrette Hailey

Discerning Marines picked this lovely lass to be "Miss Long Beach Marine Recruiter of 1956." Enlist here, lads

SPORTS SHORT



SECOND LIEUTENANT John Matchefts, a member of the 1956 U. S. Olympic Hockey team which upset the experts by finishing second in the Winter games at Cortina d'Ampezzo, Italy, is regarded as one of the nation's finest amateur stickmen.

Matchefts, who comes from America's ice hockey capital, Eveleth, Minn., had his best game in the Olympics when he scored two goals and an assist to lead the United States team to a 6-1 win over Sweden. He also played a major part in the 4-1 upset over the Canadian team. The Canadian defeat was the biggest upset of the Winter Olympics. As a result of his outstanding performances, the Marine lieutenant was one of the two Americans selected for honorable mention on the Olympic offensive team.

In 1954, he participated on the U. S. squad which finished fourth in the World Amateur Tournament held in Dusseldorf, Germany, and just prior to the Olympics he led the Americans to a 6-2 win over a West Germany all-star group.

Lieutenant Matchefts was voted the Most Valuable Player in the 1953 NCAA Hockey Tournament after captaining the University of Michigan icemen to their third straight intercollegiate hockey title. He was twice selected All-American Center while playing for the Wolverines.

Sgt. David B. Biesel

They DREW their way from "Rags to Riches"

Now they're helping others do the same

By REX TAYLOR

ALBERT DORNE was a kid of the slums who loved to draw. Before he was 13, he had to quit school to support his family. Although he worked 12 hours a day—he managed to study art at home in "spare time." Soon people were willing to pay good money for his drawings. At 22 he was earning $500 a week as a commercial artist. He rose higher and higher to become probably the most fabulous money-maker in the history of advertising art.

Dorne's "rags to riches" story is not unique. Norman Rockwell left school at 15. Stevan Dohanos, famous cover artist, drove a truck before turning to art. Harold Von Schmidt was an orphan at 5. Robert Fawcett, the "illustrators' illustrator," left school at 14. Austin Briggs, who once couldn't afford a cold-water flat, now lives in a magnificent home over 100 feet long.

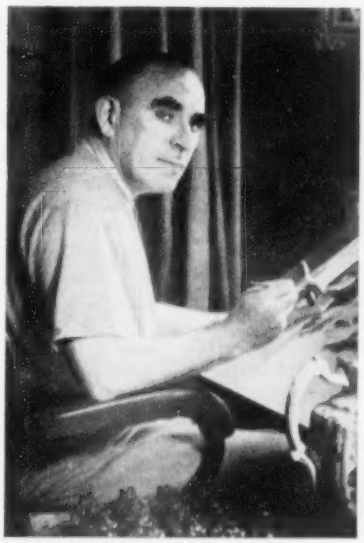
A plan to help others: Nearly ten years ago, these men gathered in Dorne's luxurious New York studio for a fateful meeting. With them were six other equally famous artists — Al Parker, Jon Whitcomb, Fred Ludekens, Ben Stahl, Peter Helck, John Atherton. Almost all had similar "rags to riches" backgrounds.

Dorne outlined to them a problem and a plan. He pointed out that artists were needed all over the country. And thousands of men and women wanted very much to become artists. What these people needed most was a convenient and effective way to master the trade secrets and professional know-how that the famous artists themselves had learned only by long, successful experience. "Why can't we," asked Dorne, "develop some way to bring this kind of top-drawer art training to anyone with talent . . . no matter where they live or what their personal schedules may be?"

The idea met with great enthusiasm. In fact, the twelve famous artists quickly buckled down to work—taking time off from their busy careers. Looking for a way to explain drawing techniques to students who would be thousands of miles away, they turned to the war-born methods of modern visual training. What better way could you teach the art of making pictures, they reasoned, than through pictures? They made over 5,000 drawings specially for the school's magnificent home study lessons. And after they had covered the fundamentals of art, each man contributed to the course his own special "hallmark" of greatness. For example, Norman Rockwell devised a simple way to explain characterization and the secrets of color. Jon Whitcomb showed how to draw the "glamour girls" for which he is world-famous. Dorne showed step-by-step ways to achieve animation and humor.



NORMAN ROCKWELL—this best-loved American artist left school at 15.



ALBERT DORNE—From the window of his skyscraper studio, this top, money-making artist can see the slums where he once lived.

Finally, the men spent three years working out a revolutionary, new way to correct a student's work. For each drawing the student sent in, he would receive in return a long personal letter of criticism and advice. Along with the letter, on a transparent "overlay," the instructor would actually *draw*, in detail, his corrections of the student's work. Thus there could be no misunderstanding. And the student would have a permanent record to refer to as often as he liked.

School is launched; students quickly succeed. The Famous Artists Schools (whose classrooms are the students' own homes and whose faculty is the most fabulous ever assembled in art education) now has 5,000 active students in 32 countries. The famous artists who started the school as a labor of love still own it, run it, and are fiercely proud of what it has done for its students.

Don Smith is a good example. When he became a student three years ago, Don knew nothing about art, even doubted he had talent. Today, he is an illustrator with a leading advertising agency in New Orleans.

John Busketta is another. He was a pipe-fitter's helper with a big gas company until he enrolled in the school. He still works for the same company—but now he is an artist in the advertising department, at a big increase in pay.

Don Golemba of Detroit stepped up from railroad worker to the styling department of a big automobile company—on the basis of his work with the school. Now he helps design new car models.

A salesgirl in West Virginia enrolled in Famous Artists Schools. After completing her training, she became advertising manager of the leading store in Charleston.

"Where are the famous artists of tomorrow?" Dorne is not surprised at all by the success of his students. "Opportunities open to trained artists today are enormous," he says. "We continually get calls and letters from art buyers all over the U.S. They ask us for practical, well-trained students—not geniuses—who can step into full-time or part-time jobs.

"I'm firmly convinced," Dorne goes on, "that many men and women are missing an exciting career in art simply because they hesitate to think that they have talent. Many of them *do* have talent. These are the people we want to train for success in art . . . if we can only find them."

Unique art talent test: To discover people with talent worth developing, the twelve famous artists created a remarkable, revealing 8-page Talent Test. Originally they charged $1 for the test. But now the school offers it free and grades it free. Men and women who reveal natural talent through the test are eligible for training by the school.

Would you like to know if you have valuable hidden art talent? Simply mail coupon below. The Famous Artists Talent Test will be sent to you without cost or obligation. And it *might* lead you to become one of the "famous artists of tomorrow."

FAMOUS ARTISTS SCHOOLS
[illegible] Westport, Conn.

I want to find out if I have art talent worth developing. Please send me — without obligation — your Famous Artists Talent Test.

Mr.
Mrs. _____ Age ___
Miss (Please Print)

Address _____

City, Zone, State _____

SOUND OFF

[*continued from page 15*]

change and also changed my primary MOS from 3071 to 3141. This slightly disturbed me as I had passed my promotion tests as a 3071 for Technical Sergeant in 1953.

Now, will I have to retake the technical test for promotion? I believe I will. And what do you think merited the change of my MOS from a field I have been in for six years to a field I have worked in for approximately three months and for which I have never been to school?

SSgt. Neal D. Wilcox
USMC Recruiting Station
Kansas City, Mo.

● *You're all squared away now, Sergeant. Enlisted Section, Promotion Branch, HQMC, told us: "Headquarters, Marine Corps, records show that Marine Corps Special Order No. 260-55 directed the Director of the 9th MC RRD to change Staff Sergeant Neal D. Wilcox's primary MOS to 3071 and additional MOS to 3141. Therefore, SSgt. Wilcox has fulfilled the testing prerequisites for promotion to technical sergeant unless he is subsequently reduced or assigned to another occupational field."—Ed.*

A REAL STUMPER

Dear Sir:

How can I pass my technical test for Staff Sergeant?

Normally, this would be a rather simple question to answer, but when you add the little problems that make it a real "stumper," then you see what I'm up against.

Right after I came into the Corps I was assigned duty as a clerk-typist, even though I had a basic 0800 MOS. One bright day the First Sergeant told me that I was going to Fire Directional School. This made me happy because I could finally get into my own field.

Upon graduation from the school, I reported back to my unit. Instead of being placed in the Fire Direction Center, I was back on the trusty Remington. No matter how hard I tried, I couldn't get in the Fire Control party.

Then my outfit was ordered overseas. Now would be my chance to get back into my proper field. But when we got overseas, I was once again placed behind a typewriter. Accepting the inevitable, I requested that my MOS be changed to 0141. All my C.O. would give me was a secondary 0141 MOS. He said I couldn't change my primary MOS because I was school-trained.

Now I am ready to take my technical test for staff. I am on independent duty and have no opportunity to study for the test, or even to find courses I could take to help me. I am also trying for OCS and if I fail this test, my chances will be nil.

The only experience I've had in my MOS is the fact that nearly five years ago I attended some classes concerning it. I can't get my MOS changed because I am school-trained and through no fault of my own, I do not know my assigned job.

You've solved some real "doozers" in your column and I hope this won't stump you.

Sgt. James P. Juvenal
USMC Recruiting Station
110 Union Street
Seattle, Wash.

● *Classification Section, Detail Branch, HQMC, had this to say about your case: "This man is classified correctly. It appears that he has not been assigned by his commanding officers in his primary MOS. In view of past duties, his C. O. could recommend a change of MOS or reassignment from the Commandant of the Marine Corps."*

Carrying your case further, G-3 Division, HQMC, opined: "This Division concurs with the Detail Branch comment that Sergeant Juvenal should be reclassified into another occupational field, preferably one in which he has already demonstrated proficiency. Tech-



nical tests are derived from the appropriate job description in the Marine Corps MOS Manual, and are designed to determine the individual's practical knowledge of the occupational specialty in which he is classified. Although correspondence courses are currently offered by the Marine Corps Institute in certain occupational fields that enable an individual to improve his professional knowledge in his specialty and prepare himself for promotion (and, ultimately, courses will be available in all occupational fields) it is unlikely that an individual will ever be able to be promoted in a particular specialty without gaining some practical experience in his assigned MOS."—Ed.

USMC BAND RECORDINGS

Dear Sir:

I wonder if there are any recordings by the Marine Corps Band in existence. I am a marching band enthusiast, as well as a Marine, and feel no collection of records of fine bands would be complete without a sample of Marine music played by the Marine Band, which, of course, is recognized as the finest of military bands.

Mr. Charles F. Norton
1995 Oak St.,
San Francisco, Calif.

● *Unfortunately, there are no commercial records of the U. S. Marine Band available. Some special transcriptions were made a few years ago for use by Marine recruiters in publicizing the Corps, but these are not available to the general public.—Ed.*

TAD AT LEJEUNE

Dear Sir:

We'd like to know just what type of TAD five of us are in. We are from 8th Communication Battalion, Force Troops, Camp Geiger, Camp Lejeune, N. C. and, since October 17, 1955, have been TAD to Camp Communications, Marine Corps Base, Camp Lejeune.

On the October 17th date, Lejeune's communications telephone system took quite a beating from a hurricane and we were given TAD orders for duty as cable splicers. At the same time two cable splicers were called down from Quantico, Va. The Quantico men have already been paid extra subsistence for their stay here even though they were furnished barracks and mess facilities. We asked about subsistence for those of us TAD from Force Troops and were flatly turned down.

We'd like to know, "How come?"

SSgt. R. F. Moulter
Camp Communications (Bldg #905)
Camp Lejeune, N. C.

● *HQMC Supply Department's Regulations and Directives Section answered your question as follows:*

"A member must be in a travel status while performing temporary additional duty in order to be entitled to per diem allowances for such duty. A travel status exists when the member is performing travel away from his permanent duty station, upon public business, pursuant to competent travel orders.

"Since in the instant case the members were attached to 8th Communications Battalion, Force Troops, Camp Geiger, Camp Lejeune, N. C., and were assigned to temporary additional duty with the Camp Communications, Marine Corps Base, Camp Lejeune, N. C., both organizations being located within the limits of Camp Lejeune, N. C., their permanent duty station, the members were not in a travel status and therefore are not entitled to a per diem allowance for the period of temporary additional duty."—Ed.

ANSWERS TO CORPS QUIZ ON PAGE 10.

1 (b); 2 (b); 3 (c); 4 (c); 5 (a); 6 (b); 7 (c); 8 (c); 9 (a); 10 (b)

STUPENDOUS SHOOTING

Dear Sir:

In the December issue of the *American Legion Magazine*, an article, "Old-time Gunmen Vs. Modern Marksmen," by Jack Denton Scott, stated Marine Colonel Walter Walsh, while fighting with the First Marine Division in the Pacific, shot and killed an enemy soldier with a .45 pistol at 100 yards. This statement was documented. How can I prove this story?

Sgt. Donald C. McManis
Third Guard Platoon
U.S. Naval Receiving Station
Brooklyn 1, N. Y.

● *Marine Corps Historian, Joel D. Thacker, personally checked the story with Colonel Walsh and the colonel confirmed it as being true.*

Col. Walsh stated that the distance involved was approximately 100 yards and that he used an arm rest with a regulation .45 Colt Automatic Pistol while firing the shot.

Other expert marksmen stationed at HQMC were consulted and they were of the opinion that the shot in question was not improbable, particularly when the weapon was being fired by such an expert as Col. Walsh.—Ed.



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VIEQUES

[*continued from page 21*]

checking gear, and details still had to be tolled off for mess duty and guard.

Reveille was fairly early but the majority of the 2nd Platoon waited until just a few minutes before they were called for chow before getting out of their sacks. After policing up the compartment and checking their weapons, the rest of the day was mainly theirs.

The older Marines called the *Monrovia* a pretty good ship—for a transport. The chow wasn't too bad and there always seemed to be plenty of ice cream and candy bars in the gedunk stand. Cigarettes were a dollar a carton in the ship's store and standing in line was a pretty good way to pass the time. Originally the *Monrovia* had been built for the tourist trade but WW II put an end to that. It wasn't the first time the ship had hauled elements of the Sixth Marines.

Since "Easy" Company had loaded the ship, scuttlebutt had it that they would unload when they arrived at the Vieques anchorage. As usual, the scuttlebutt was wrong. Another company would unload. The first sight of land came after five days at sea. The islands began to jut out of the water around noon and late that evening the *Monrovia* dropped her hook and rolled gently in the light ground swell.

Reveille went at 0430. "Easy" Company was scheduled to leave the ship fourth. During the night an LST had come alongside to pick up the vehicles, but the swells increased to the point where the off-loading had to stop. The troops began to leave the ship shortly after daybreak the following morning. On the beach an advance party for the battalion was standing by. Some had been on the islands for several days making the final preparations for bivouac. The others had come ashore the night before and were waiting to act as guides when the battalion debarked.

It was mid-morning when the 2nd Platoon grounded on Red Beach. If the snorting machines and rows of Shore Party tents weren't so evident, it would have been the perfect setting for a south-seas spectacular. The curved beach was flanked by overgrown coral clumps and boasted a scattering of stately palms. In the distance, green hills rose to form a very pretty picture. Most of the beauty, however, was lost when the realization came that the hills were there to be climbed—not admired.

The landing itself was uneventful. The 2nd Platoon waded through the light surf and trudged through the loose beach sand to their staging area. Capt. Hergert and the First Sergeant formed the company on the beach and then started them on a humid, two-mile hike to the bivouac. The Second Marines were still on Vieques and had nearly a week to go before completing their own training phase. Meanwhile, the Sixth would live in their shelter halves until the other tent areas were cleared. The battalion area was a newly cleared strip, just west of the main camp, which had been scraped out by bull-dozer. It didn't take the men long to throw up their shelter halves and settle down for a rest.

"Gunny" Brummit, the captain, all the officers and NCOs of "Easy" were busy getting the encampment in shape. The tents were pitched in rigid lines with a carefully allotted space marked off for each unit.

Of course, it rained.

At 0600 the next morning, the rifle companies struck their tents and set off on a 14-mile hike to the western end of Vieques where they would remain until the Second Marines cleared the area. It was the first of many marches. The various field problems with different units were coming up and would be climaxed by a full scale amphibious assault on the island and a three-day battle problem.

It's a long way from Camp Lejeune to the "administratively" stormed beach at Vieques. Measured in blisters and sweat, it is farther than the normal 5280 feet per mile. There are no gallant charges to the drumfire of big Navy guns on these problems; just plugging marches and hard work in the hills when the men quit the ships. It is a tiresome, monotonous, necessary phase, moving from camp to the maneuver area, but one that must be as carefully planned as the most vital assault. Each piece of equipment has its place and the troops have the job of seeing that it gets there.

Next year the story will be the same. A company will be ticked off in the 2nd Battalion, Sixth, as an advance party. They will learn the same lessons in combat loading a ship, living aboard the transport during the dull hours of the cruise and the vital lessons of combat during the remainder of the phase. Pvt. Pena or MSgt. Cook may not be aboard, but the combat training of the FMF will continue. **END**



"I've got a nasty cold, Sir...."

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THE DIVERSION

[*continued from page 37*]

concussion split the night for a red second. "Execute One, Execute One!" I shouted.

I felt the lumbering vehicle beneath me turn, a shrill, high-pitched whine issuing from its muffled turbine; and we were rolling again, slowly at first, gathering momentum, then faster, faster, and I drew tight on my seat belt. Then my hands sought the bottom of the seat in an effort to weld me to the vehicle, for even the air bellows suspension couldn't take all the jarring impacts, the sickening lateral thrusts that made the belt bite into my legs. I clamped my jaws together and closed my jumping eyes.

We were back to Position One. The seat belts flew off, the men leaping to firing stations. I glanced at my watch, at the target map, and we were firing again. Four salvos in 18 seconds. Then back to the seat, the bone-rattling ride to Position Two, and four more salvos. Position Three. Position One.

It grew light outside. Just as we turned to start for Position Two I heard an angry fluttering and a deafening roar. A geyser of rock and dust erupted in a bright flash ahead of us, and stones clattered against the viewport.

"Get moving!" I yelled. "We're spotted." As we thundered down the road, shells hit—ahead of us, behind us, and to both sides. Rocks and steel fragments spattered against our armor.

At Position Two I peered through the viewpoint. Somewhere was an enemy spotter. A shell hit just to our front, then another to our right, and a third crashed into the vehicle beside ours. The stifled boom seemed weak, but I saw the rifles atop the vehicle rise lazily into the air, twisting and turning like a rose petal. A direct hit!

I felt my teeth ache as I ground them together. Tears oozed from my burning eyes.

Then I saw him! The peeping sun at our backs was trapped for an instant in twin circles of light, very small, high on the naked plateau to our front. Keeping my eyes focused there, I rapidly estimated the elevation, range, deflection and called for one round from my vehicle. It hit low. Quickly I corrected, called for a four-gun salvo. "Fire!"

Dust and rock spewed into the sky at the edge of the cliff, and slowly, unwillingly, a huge wedge of stone slid from the rock face and toppled like a great idol onto the boulders below.

A few more shells crashed down, but they were far off to the right. Leaving a corpsman and two Marines to probe the smoking hull of the dead vehicle, we moved to Position Three. We had fired the third salvo when my driver pulled at my sleeve . . . .

"Look at that!" he shouted.

I was looking. Two miles away, over the vast plateau, a dirty flattened ball of smoke, writhing, poisonous-looking, climbed skyward, trailed by a dark, stringy stem. It was the malignant flower of the atom. The attack from the West was under way!

Our work was finished.

It was full daylight as we lumbered back. I had to find Lieut. Devoe.

I left the other vehicles at Position Two with instructions, and told my driver to hurry. We headed for the tumbled northern slope.

Taking two men and a medical kit with me I left the vehicle, scarcely aware of the distant noise of battle, the demon shrieks of jets overhead. We climbed the slope, sweating, stumbling, slipping, cutting our hands on the shards of splintered rock.

Twenty minutes after we reached the top we saw him, crumpled like a bag of dirty dungarees, lying face down. Close by him lay six enemy dead.

Gently we turned him over. His eyes were open, staring unseeingly at the azure sky. A dark, wet spot stained his right thigh. Blood and dried grass were matted on his left cheek; in his neck a tiny artery was pulsing feebly, beating, beating, beating!

As the men bandaged his wounds I slowly squeezed plasma from the plastic bag into a blue-green vein. The lieutenant's radio, tumbled in the grass nearby, was intact, and I had one of the men call for a medicopter. In three minutes one rattled down, flattening the grass; and ten seconds later two corpsmen were administering whole blood under pressure.

Lieut. Devoe blinked, coughed, and tried to roll over. "Lie still, lie still!" a corpsman said.

The lieutenant's eyes rolled around and stopped on me. At first he frowned and then tried to grin.

"Karonty," he said slowly, "how'd you get here?"

"Same way you did, lieutenant." I was grinning like a Halloween pumpkin.

"It's daylight," he said.

He groaned. "T'ain't worth it. Hell of a headache."

"Shut up, both of you," the corpsman said.

As the 'copter trembled on its spindly legs, the whirling blades clutching the air, I saw a raised hand on the litter and from behind the plastic canopy a dirty-faced smile. Then the craft lifted, wheeled, and clattered away like a grasshopper, growing smaller and smaller, a mere insect over the treeless, rocky plateau. **END**



"I don't care what your horoscope says, get out of that sack!"

Leatherneck Magazine

SCHOOLS FOR EM

[*continued from page 47*]

to HQMC, recommended by CO, MOS 6613 or previous electronic experience and on the job training in armament control system maintenance.

COURSE: Rawin Set Operator (Class C), NATTU, NAS, Lakehurst, N. J. *Length:* 5 weeks. *Requirements:* OF 68, SSgt. or above, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC, recent radiosonde experience.

COURSE: Oxygen Equipment (Class C), NATTU, NAS, Lakehurst, N. J. *Length:* 8 weeks. *Requirements:* OF 71, SSgt. or above, 18 months obligated service, quotas (or additional quotas) secured upon request to HQMC, graduate of Parachute Rigger (Class A) School.

COURSE: Marine Aviation Supply (Class C), NATTC, NAS, Jacksonville, Fla. (Training in MOS 3071) *Length:* 6 weeks. *Requirements:* OF 30, Sgt. and below, 18 months obligated service, GCT 95, quotas (or additional quotas) secured upon request to HQMC.

COURSE: Navigation School MTG-20, AirFMFLant, MCAS, Cherry Point, N. C. (Training in MOS 6761) *Length:* 16 weeks. *Requirements:* OF 67, SSgt. or below, 18 months obligated service, GCT 100, volunteer required, High School graduate; able to pass flight physical.

COURSE: Airborne Intercept Operator, MTG-20, AirFMFLant, MCAS, Cherry Point, N. C. (Training in MOS 6731) *Length:* 14 weeks. *Requirements:* OF 67, Corp. or above, 18 months obligated service, GCT 115, volunteer required, High School graduate; between 20 and 28 years old, clear diction, able to pass flight physical.

FACTORY TRAINING

COURSE: Factory training is requested from CMC as needed, students must be directly concerned with subject equipment (key maintenance and operating personnel).

COURSE: Eclipse Pioneer Service School, Teterboro, N. J. (38 courses offered) *Length:* Average 2½ weeks.

COURSE: Bendix Avn. Corp. Service School, Red Bank, N. J. *Length:* 1 week. *Requirements:* Confidential security clearance required.

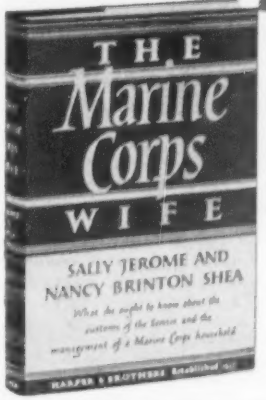
COURSE: R-4-Q Propeller—Hamilton Standard Propeller, Windsor Locks, Conn. *Length:* 3 weeks. *Requirements:* Confidential security clearance required.

END

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Gyrene Gyngles



The Ghost Platoon

As I passed the drill field late one night
I heard a misty sound,
It was a cadence, low and clear,
And it shook the steaming ground.

From the center of the barren field
It floated to my ear,
And chilled the marrow in my bones,
With a thrilling kind of fear.

I turned to seek the ghostly sound,
And crossed the darkened street,
The moonlight cast a shadow 'cross
The stones beneath my feet.

And as I crossed, the cadence rose
And before my blinking eye,
A group of forms, so ever faint,
Came marching from the sky.

A Ghost Platoon! Their voices seemed
To come from out the air,
"Count cadence, count! One two, three four,"
They echoed 'round the square.

Their uniforms were muddy green
But the rifles that they bore,
Were oiled and greased with lubriplate
And spoke of sudden war.

They passed me by at hard "Eyes right,"
And I saw their glassy stares.
They had passed from the realm of this world
And had given up all their cares.

I did not move, nor did I seek
To gain a closer view,
For well I knew what men these were,
These forms of ghastly hue.

From Kwajalein and Belleau Wood
They marched in bloody files,
The beaches of Tarawa and
The Marianas Isles.

The stamp of Iwo Jima shone
On festered brows that night,
And Seoul glowed in sightless eyes
With a hellish yellow light.

Chapultepec had long since passed,
But not the reason why,
And not the love that gave these men
Courage enough to die.

I saw the face of Daly grin
At O'Bannon's lifted sword,
And Basilone played the march
On a gun that cracked and roared.

Then, while I watched they disappeared
As quickly as they came.
But not so quickly disappears
Their everlasting fame.

Yes, The Halls of Montezuma now
Have given up their dead,
And Tripoli's forsaken shores
Have hallowed them in red.

For they've fought their country's battles
On the land and on the sea,
And they guard the streets of Paradise
Where all Marines must be.

Killed they were; defeated, no,
Their spirit burns and thrives
In the hearts of men who do believe,
And answer with their lives.

So listen close on Summer nights
And you may hear as I,
The cadence of the Ghost Platoon
Come floating from the sky.

For they have raised a starry flag
And never shall it fall,
And never shall their mem'ry dim,
As we await the call.

Lieut. John Way, USMC

Strictly Marine

No stripes on her arm, but she's no Boot,
A squared-away gal, who's really quite cute.
She takes her orders as a real "salt" should,
And takes care of her job, as a good Marine would.

She won't be promoted, though she deserves to be,
She's happy with the life the Marine Corps gave me,
For the years to come, and throughout her life,
She'll bear proudly the title of "Marine Corps Wife."

Pfc Tom Bartlett

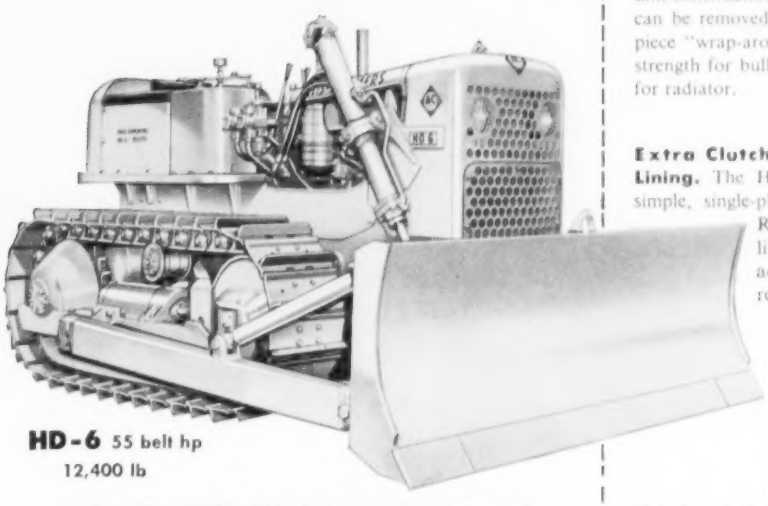
Safety

If everyone who takes the wheel
Would say a little prayer,
And keep in mind those in the car
Depending on his care.
And make a vow and pledge himself
To never take a chance,
The great crusade for safety would
Suddenly advance.

Pvt. Ronald G. Smith

END

This kind of Crawler Tractor Design is just right for Military Service



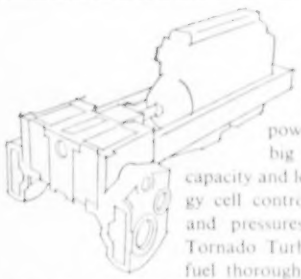
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MILWAUKEE 1, WISCONSIN



Allis-Chalmers Heavy-Duty Diesel Engine. The HD-6 power plant is designed for big output, ample reserve capacity and low maintenance. Energy cell controls combustion timing and pressures for high efficiency. Tornado Turbulence mixes air and fuel thoroughly for more complete burning. Follow-Through combustion sustains effective working pressures to take advantage of better crankshaft leverage.

Special Strength and Protection. Exclusive all-steel box-A main frame makes possible superior over-all balance, better equipment mounting . . . plus service simplicity of unit construction. Major assemblies like engine and clutch can be removed without disturbing adjacent parts. One-piece "wrap-around" radiator guard provides maximum strength for bulldozer mounting . . . complete protection for radiator.



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